

EXCLUSIVE: READERS' Q&A

JEFF ALLAM

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

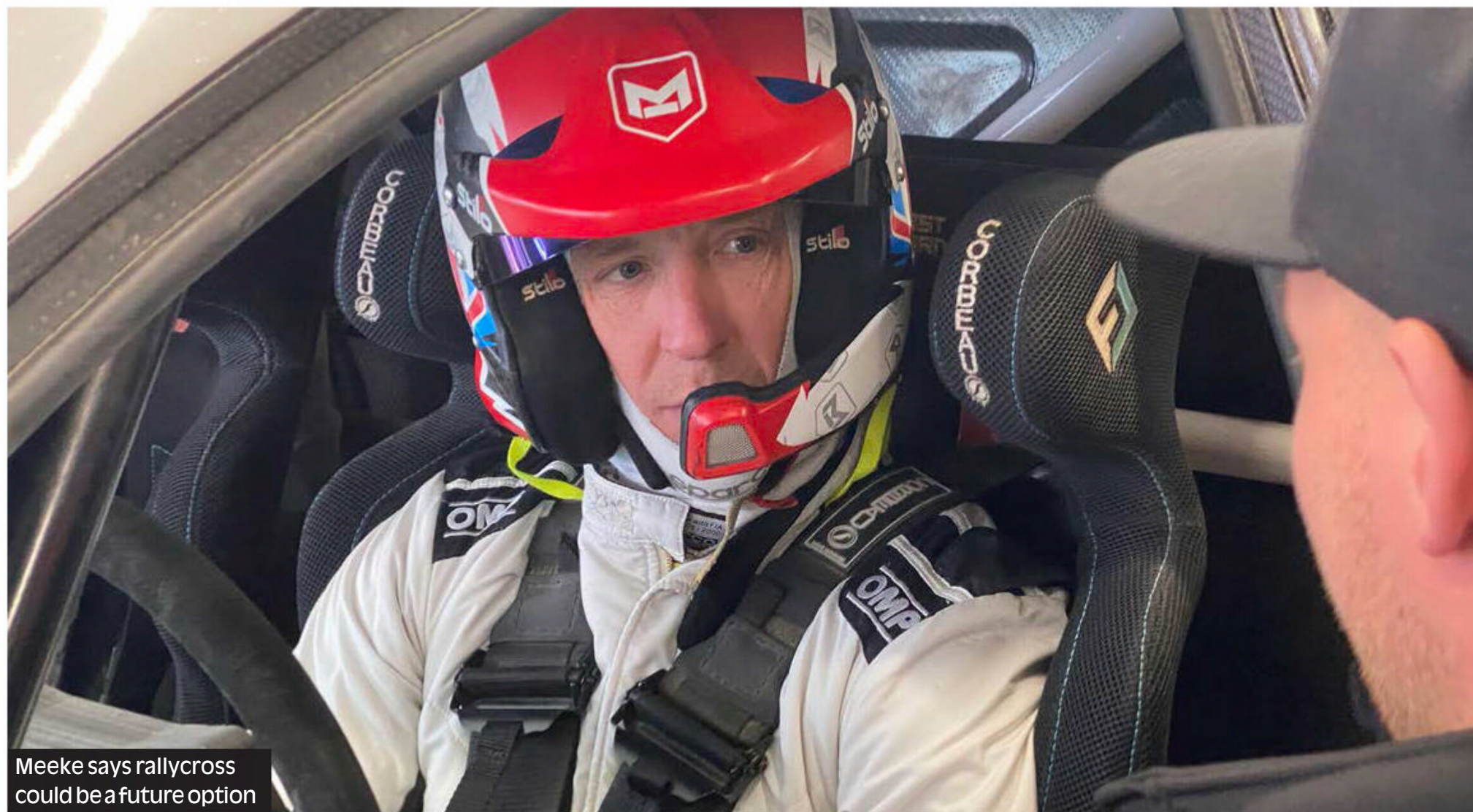
■ MAY 5 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS



The tin-top king tackles the MN readers' questions **p20**

Northern Irish star looks to a mixed-surface attack for the future

MEEKE EYES FULL-TIME RALLYCROSS SWITCH



Meeke says rallycross could be a future option



Northern Irishman sampled Nitro RX car

By Hal Ridge

Former World Rally Championship star Kris Meeke says his future could be in rallycross, following a test in an all-new FC1-X electric rallycross car in Barcelona last month.

The five-time WRC round winner has said he harbours no ambition to chase a full-time World rallying return, but that rallycross could suit him well alongside his Skoda Rally2 testing commitments and desire to continue in cross-country rallying.

"Maybe a Dakar and rallycross programme would be ideal, I think that would tick all the boxes," Meeke told Motorsport News.

His test in the FC1-X that will be used in the headline Nitro Rallycross category this year was his first experience of an electric competition machine.

"I've never been in a car with so much instantaneous torque and power," he said. "It's mesmerising what the potential can be. It's wet my appetite for sure."

Full story, page 12

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT
NEWS

INSIGHT

THE RISE OF THE RALLYING FIAT 131

We reveal the secrets of the Italian machine, **page 15**



MN POLL

THE GREATEST BIG CAT OF THEM ALL

MN is on the hunt for your favourite Jag, **page 18**



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TCA's 'OEM' style
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Mk2 spring shackles
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Escort RS stub axles
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£106.50 £127.80
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£119.50 £143.40
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£17.00 £20.40
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COMMENT



Photos: Motorsport Images, Paul Lawrence

The editor was fascinated by all that Gilles Villeneuve was able to do in Formula 1

THE MEN MAKE THE MEMORIES

Motorsport is all about heroes. And heroes are usually decided upon when the mind is in its formative stages. As a kid, there weren't posters of footballers on my bedroom wall – there was only space for one man, Gilles Villeneuve.

I was only nine when he was killed and it was a heart-breaking weekend for me. It didn't dilute my passion for motorsport, which was ramping up at that stage, but I can honestly say that I have never felt the same way about a driver since Gilles passed in Belgium 40 years ago. Sure, I have backed certain racers – Johnny Herbert being prime among them – but the hero-worship has never been as strong.

We look back on his legacy in the company of a couple of other Villeneuve fans on page 16 of this issue. The fond memories spread far and wide among the motor racing community, and it is great to reminisce with like-minded people. It is even interesting to have the debate with those who didn't buy into the Villeneuve myth, and we have given them their space in this issue too.

As if to prove the passion that one man can bring to any sporting arena, there was a huge crowd at Brands Hatch's GT World Challenge Europe event last weekend, and that was solely down to one man: Valentino Rossi. The multiple motorcycle World title-winner was the box office draw in Kent and he delighted the thousands of fans who had turned out to see him make his racing debut on the hallowed Tarmac. Star names still sell tickets, no matter how fancy the cars are, and this shouldn't be forgotten.

In this issue, we also talk to one of the stars of the British Touring Car Championship, Jeff Allam. From flinging a Capri or a Rover around to mastering the art of a two-litre, front-wheel-drive Vauxhall, Allam was at the heart of the BTCC as it grew into the biggest championship in the country, and his stories are fascinating.

Elsewhere, we are on the hunt again. The latest MN poll, which is launched on page 18, is to seek out the readers' favourite racing Jaguars. For those who grew up watching Group C, there are many candidates, but those with a longer memory can hark back to a time when the Big Cats first took on and conquered the world. The poll will run for the next month and the results will be published in our Jaguar Special, which is to come out on May 26. Get involved and make your voice heard: details of how to register your favourite are included on the spread.

Matt James
Editor, Motorsport News
matt.james@kelsey.co.uk



MOTORSPORT NEWS

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IN FORMULA E

Belgian is the king of the streets in Monaco



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Villeneuve: The ultimate icon

Racing favourites reflect on the Formula 1 hero and his impact



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Readers' Q&A: Tin-top legend Jeff Allam

The man who was the heartbeat of saloon racing tackles the MN readers' questions

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You make your choice: What is the best Jag?

RACING NEWS

FIA VOTE STOPS THE EXPANSION OF F1'S SPRINT QUALIFYING RACES

Governors unhappy at the plan – which was backed by teams – to push the number to six events

By Matt James

Formula 1's governor the FIA has blocked plans to expand the number of Sprint qualifying races at grands prix.

While the teams were in favour of pushing the number of Saturday events up to six in the future and Formula 1 Management was in agreement, the FIA blocked the proposals when it went to a vote last week.

The FIA's new president Mohammed Ben Sulayem is said to have told stakeholders at the meeting that he was only prepared to back the plan should more revenue be made available to the FIA. When that condition was not met, the FIA stood in the way of the proposals.

In a statement issued by the FIA following the meeting, the governing body said: "With the first of three sprint events of the 2022 season popular with

fans and stakeholders last weekend at the Emilia Romagna Grand Prix, Formula 1 and the teams were supportive of an extension to six sprint events for the 2023 season, running with the same format as in 2022.

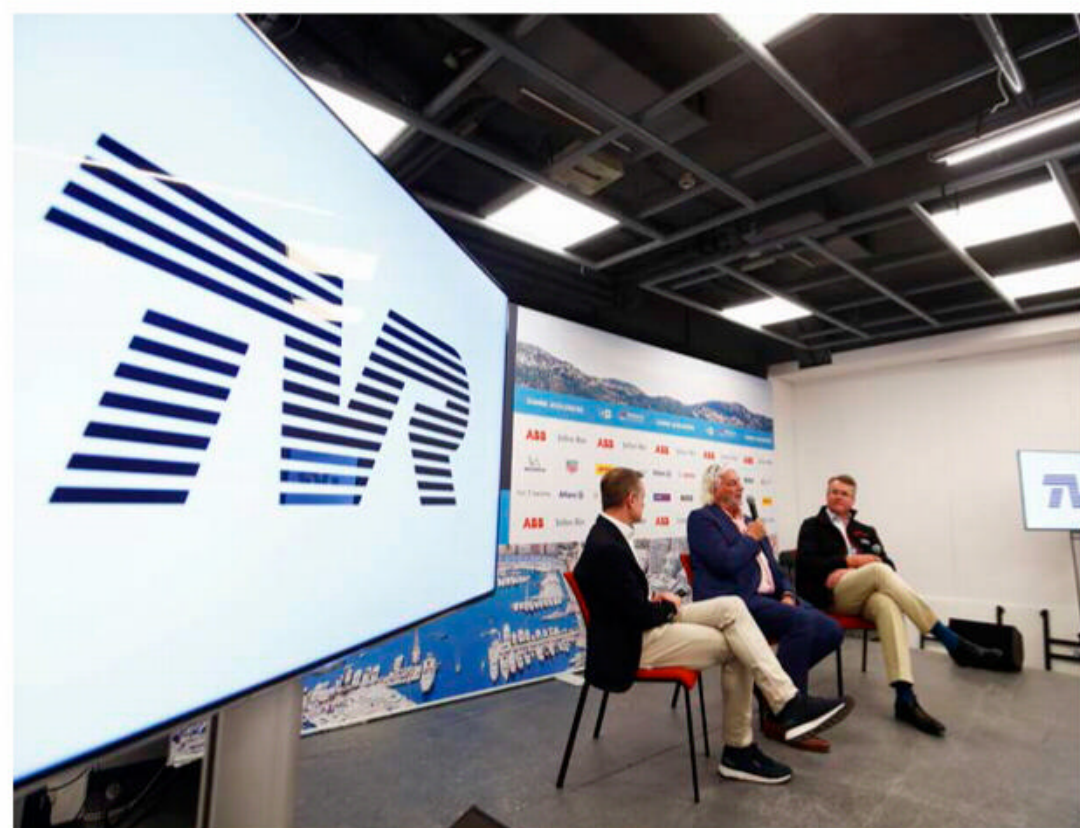
"While supporting the principle of an increased number of sprint events, the FIA is still evaluating the impact of this proposal on its trackside operations and personnel, and will provide its feedback to the Commission."

The meeting also included discussions of the new 2026 engine regulations and there was concern that the new powerplants – which will operate without the MGU-H Hybrid systems – could dramatically reduce the power available from the engines. The FIA also said it wanted to look at further tweaks to the machines to enhance the racing, having been encouraged by the changes that were made ahead of the 2022 campaign.



Photos: Motorsport Images

Imola hosted the first sprint race of 2022



The TVR top brass were in Monte Carlo to investigate Formula E plan

TVR LINK-UP PROMPTS SERIOUS INTEREST IN FORMULA E SERIES

The reborn TVR marque, which is soon to start production of a new Griffith model, has linked up with Formula E as a backer and could field its own team in the category.

The British-owned firm has inked an agreement that meant it backed the Monaco race last weekend and it will also be supporting the London E-Prix later this year.

TVR was bought in 2013 by Les Edgar and the firm will open a new factory in south Wales. Edgar explained that alongside the road-car production, there was an interest in joining the grid of the all-electric championship.

"As a sports car company, we need to be in racing; all sports car companies need to prove their mettle," Edgar explained. "Racing is one of the ways to do that. And the pressure that racing at the level

that Formula E brings to ensure that you're at an optimal position with your manufacturing processes, the use of energy is phenomenal, and we're embracing that whole challenge to help us to design and develop future TVRs."

The company's managing director Jim Berriman stopped short of saying that the firm would be on the FE grid, although he said TVR would be in discussions surrounding the fourth generation of Formula E cars.

"We're excited to see what impact we have," said Berriman. "We're really looking forward to July when we can be back on home turf in London, and making a bit of noise around there. We'll just see how it goes. We're going to be getting involved [in the Gen4 discussions] just carefully listening and watching. This is our first formal step into this arena."



Race director has Covid

F1 RACE DIRECTOR CONTRACTS COVID AND CAUSES HEADACHE

Formula 1 bosses are considering their options as both F1 race director Niels Wittich and deputy Eduardo Freitas tested positive for Covid in the build-up to this weekend's inaugural Miami Grand Prix.

Freitas was not due to attend the F1 race due to other commitments, but Wittich was pencilled in to operate the race. If he returns a negative test in time, he will still be able to run race control but grand prix bosses will be left with a headache should he not recover in time.

Both men replaced Michael Masi after last season's controversial end to the F1 title battle in Abu Dhabi; it is not expected that Masi will be recalled to the position. One of the options is to call Formula E race director Scott Elkins, while Herbie Blash, who was recruited as an advisor in race control, has also been linked with stepping up to the role.

MERC HOPEFUL ON MIAMI UPGRADES

The Mercedes F1 team is aiming to boost the performance of its struggling W13 chassis with a raft of upgrades in time for this weekend's Miami Grand Prix.

The machine has been liable to porpoising this season which has left seven-time World title winner Lewis Hamilton struggling for performance. While Hamilton's team-mate George Russell is fourth in the points table, Hamilton himself is seventh and has had only one podium finish so far this season.

The team has worked hard to try and understand the issues with the chassis and said it is optimistic of taking steps forward in Florida.

Mercedes's trackside engineering boss Andrew Shovlin said: "A lot of the work that is going on in [the factory in] Brackley has been to understand the phenomenon [of porpoising] and whether we can actually control it, whether we can engineer it out of the car. Is there an aerodynamic solution that we can apply to the car that will make this problem go away?"

"Being realistic, this will be something we approach in steps rather than one big moment where the whole thing vanishes. But we are seeing encouraging signs. As I said, we are hoping to bring parts to the car soon, maybe even Miami where we can hopefully see progress on this issue."



Lewis Hamilton will be hoping for an upturn in performance in Miami



Aitken will figure in LMP2 battle

WILLIAMS RESERVE AITKEN CALLED UP FOR '22 LE MANS ATTACK

Williams F1 reserve driver Jack Aitken will make his debut at Le Mans in the LMP2 class later this year.

The Briton, who is currently contesting the 2022 European Le Mans Series with TF Sport, has been nominated to drive an Algarve Pro Racing Oreca-Gibson on the entry list for the 24-hour event, and he is likely to share the car with

Sophia Florsch and John Falb.

Aitken told Autosport: "This has happened quite quickly and we are planning that it is all going ahead, but we still need to cross the ts and dot the is."

"I did the test last year and it went pretty well, but things didn't align for the full season."

"I wasn't really looking at Le Mans this

year, because it is early days in my LMP2 career and teams want drivers with experience."

"But the chance has come up and I'm really excited about it: Le Mans has been on my bucket list since I started racing and if it happens I'll be extremely happy with the race being back to its full pomp and glory with a proper crowd this year."



Rossi made his circuit debut in the Audi R8

ROSSI PULLS A BUMPER CROWD FOR HIS BRANDS HATCH RACING DEBUT

The motorcycle hero scored a top-10 finish in GT World Challenge Europe

By David Addison

Valentino Rossi’s Brands Hatch debut helped to turn the circuit yellow last weekend as 27,000 fans poured into the Kent circuit, many at their first car race.

Rossi’s arrival into the GT World Challenge Europe, helped by promoter SRO, has helped lift the category’s profile this season and given circuits bigger crowds with the nine-time MotoGP champion a major draw wherever he goes.

The Italian was an instant fan of the circuit, too. “It is incredible. It is narrow and there is the kerb all around and all the up and down make it a big challenge, Paddock especially because with the big drop and the climb it is like you remain without breathing!”

“It is difficult coming from bikes to cars because here the level is very high but I am learning. I have to work on a few things like tyres and my teamwork but I want to realise my full potential. To be here with so many fans is incredible.”

Rossi started race one from 17th after his own qualifying effort and despite, “Those in front are my friends. They let me pass!” as he joked pre-race, he and co-driver Fred Vervisch netted just 13th place, but they fought up to eighth in the second race.

“Having Valentino in the championship is amazing,” said championship promoter Stephane Ratel. “I knew when he confirmed that he wanted to race with us that it was going to be a special season and you can see here what he brings. The crowd is really big and most people are in yellow supporting him.”



The Italian was the centre of attention at Brands

SKY SPORTS BROADCAST DEAL FOR W SERIES

Bosses of the female-only W Series have confirmed a new television deal with Sky Sports which will mean all 10 qualifying sessions and races will be shown live.

The one-make series, which is now commencing its third season, will kick off in Miami this weekend. The category had previously been shown live on Channel 4 and that channel will continue to show highlights in 2022. The new Sky deal runs until the end of 2024.

Catherine Bond Muir, W Series boss, said: “I’m delighted to announce our landmark broadcast partnership with Sky Sports, which is another significant step in W Series’ continued rapid expansion. Throughout our conversations with Sky, I’ve been impressed by their commitment to women’s sport and plans to amplify coverage of W Series across their vast portfolio of distribution channels, which will add real weight to our offering across broadcast, digital, and social platforms.

“This partnership enables W Series to continue to expand its viewership within the UK. Channel 4 will continue its free-to-air coverage of the entire W Series season with highlights of every race, and will also broadcast live our home race at the British Grand Prix at Silverstone in July.”



W Series will feature live Sky Sports coverage

MONACO E-PRIX: MONTE CARLO BY ALICE HOLLOWAY

APRIL 30



Vandoorne moved into the points lead with Monaco victory



Wehrlein was out of luck when he seemed destined to prevail

VICTORIOUS VANDOORNE CONQUERS MONACO

Mercedes EQ’s Stoffel Vandoorne took a clinical victory at the Monaco E-Prix last Saturday to vault into the points lead of the Formula E title chase.

Polesitter Mitch Evans had been chasing down the Belgian in the closing stages, but early over-consumption of energy put him on the back foot for the rest of the race as his rivals saved usable energy in the Jaguar’s slipstream.

In the race on the full Formula 1 configuration of the Monaco circuit, Evans led the early stages from Pascal Wehrlein’s Porsche and the DS Techeetah of Jean-Eric Vergne.

In a largely uneventful first 25 minutes, it had initially looked like Evans’ race to control, with a repeat of his Rome double likely. But the first revelation of remaining energy figures confirmed that the Kiwi had over-consumed compared to his immediate rivals.

This put Evans on the back foot, forcing the Jaguar TCS Racing team to shift its planned strategy. Going into recovery mode early made him vulnerable to the chasing pack, and it wasn’t long before first an attack-boosted Vergne, and then Wehrlein, had spells in the lead.

But the glory was shortlived for German Wehrlein. Heading out of

Mirabeau, the Porsche slowly rolled to a halt ending his hopes of securing the German firm’s second win of the season. The suspected power shut down brought out the sole full-course yellow of the race, which compromised several drivers’ second lot of four minutes’ attack mode they’d just taken.

Vergne was one of those to suffer, losing most of his second boost, and that took him out of contention for what could have been a second Formula E victory at the principality after his 2019 success.

It was Vandoorne, who had cleared Evans and Vergne, that gained the most as he came out of the caution period with a 3.4 seconds advantage over the rest of the field, a lead that would not come under significant threat before the chequered flag fell.

Evans and Jaguar put in an impressive recovery drive to turn around what had looked like a race they may not finish in the points to claim second position.

A safety-car deploying incident between Oliver Rowland and Andre Lotterer meant some late race nerves for Vandoorne.

Evans’ characteristically late deployment of his second attack mode, which he used to clear both Robin Frijns’ Envision Audi and Vergne’s obstinate DS, meant he was in

with a chance to hunt Vandoorne down.

The fight though was never really on as the early-race phase energy saving from Vandoorne gave him a defining edge over a frustrated Evans in the closing laps. Vergne completed the podium but that meant his lead in the points standings was taken by the victorious Vandoorne.

Behind the fighting frontrunners, Frijns took fourth to keep himself in the title fight, and Vergne’s DS Techeetah team-mate Antonio Felix da Costa crossed the line fifth.

An incident with his own team-mate overshadowed Lucas Di Grassi’s sixth place for Venturi at their home race. He collided with Edoardo Mortara at the exit of the tunnel, causing the Italo-Swiss driver to retire with a puncture.

Results
Monaco E-Prix
When: April 30 **Where:** Circuit de Monaco **Laps:** 30
Round 6: 1 Stoffel Vandoorne (Mercedes-EQ Formula E Team) 51m12.473s; 2 Mitch Evans (Jaguar TCS Racing) +1.28s; 3 Jean-Eric Vergne (DS Techeetah) +3.293s; 4 Robin Frijns (Envision Racing) +3.467s; 5 Antonio Felix da Costa (DS Techeetah) +3.952s; 6 Lucas di Grassi (Venturi Racing) +8.133s; 7 Nick Cassidy (Envision Racing) +15.273s; 8 Sebastian Buemi (Nissan e.dams) +17.773s; 9 Jake Dennis (Avalanche Andretti Formula E) +17.820s; 10 Nyck De Vries (Mercedes-EQ Formula E Team) +18.283s. **Championship positions (after 6/16 rounds):** 1 Vandoorne 81; 2 Vergne 75; 3 Evans 72; 4 Frijns 71; 5 Mortara 49; 6 Lotterer 43.

RACING NEWS



Di Folco's tribute

MIDDLETON HOPES FOR SWIFT RETURN AFTER INJURIES

British racer Stuart Middleton is hoping to be back for the next Italian GT Sprint Championship round after sustaining multiple injuries during its season opener in a bizarre pitlane accident.

The 22-year-old Lamborghini GT3 Junior Programme driver was hit by Jens Klingmann's BMW while awaiting a driver-change pitstop during Monza's first race 10 days ago. His injuries include a fractured wrist, fractured toe and left leg ligament damage.

Middleton's Imperiale Racing partner Alberto Di Folco therefore completed the race single-handed but got a one-minute penalty as a driver change hadn't taken place, dropping the Huracan from second to eighth. Di Folco then singlehandedly won Monza's race two and afterwards Middleton's helmet plus a written message 'This is for Stu' were held aloft in tribute.

Middleton said: "I was behind one of our engineers and when the BMW came into its box it didn't leave any space. I managed to jump out of the way a little bit, but the car hit me with a glancing blow.

"I don't know what'll happen in terms of how long I'll need to heal and whether we'll be OK for the next round [at Misano on June 4-5]."

BRITISH GT CHAMP HOWARD RETURNS FOR SILVERSTONE

Two-time champion for showpiece replaces Kelvin Fletcher whose wife is expecting arrival of twins

Photos: Jakob Ebrey, Drew Gibson/Beechdean AMR, Italian GT Championship



Fletcher won't be racing at Silverstone



Former boss Howard is stepping in

By Graham Keilloh

Twice British GT champion Andrew Howard is making surprise return to the category at this weekend's Silverstone 500 replacing Kelvin Fletcher in Paddock Motorsport's McLaren 720S for the three-hour showpiece.

Fletcher and regular partner Martin Plowman took their first overall British GT win at Oulton Park last month, but Fletcher is stepping back from Silverstone's round two as his wife Liz Marsland is expecting the arrival of twins that weekend.

So 2013 and '15 overall GT3 champion Howard will take time out from his GT World Challenge Europe Endurance Cup campaign to join Plowman for the race that is broadcast live on Sky Sports F1. Plowman and Fletcher won their 2019 British GT4 crown with

Howard's Beechdean AMR squad.

Howard said: "As we're just doing the five races in the [GTWCE] Endurance Cup, this is a great way of keeping myself race-sharp, as the other five Beechdean AMR drivers are doing this year with their other programmes.

"I have such a huge emotional tie with British GT that when an opportunity came along to jump back into a car, I couldn't say no. Because of what Kelvin and Martin achieved with Beechdean AMR in 2019, Paddock Motorsport are a team I always keep an eye on when they're racing."

Plowman added: "We completely appreciate Kelvin's decision to be by Liz's side for the arrival of their twins this weekend and we send them our best wishes. In Andrew Howard we have an ideal deputy. I'm sure he'll be right up to speed extremely quickly."

KIRCHHOEFER AND WEST IN FOR SILVERSTONE 500

Alex West and Garage 59 are returning to British GT alongside McLaren factory driver Marvin Kirchhoefer with a one-off entry for this weekend's blue-riband Silverstone 500.

West, who is a GT World Challenge Europe Pro-Am frontrunner with Garage 59, last contested the Silverstone 500 with the team in 2020 alongside Jonny Adam. This weekend West shares a McLaren 720S GT3 with

Kirchhoefer who is making his British GT debut.

Kirchhoefer and West shared the 720S in this year's Asian Le Mans Series plus drove together in Garage 59's preceding Aston Martin GT3 programmes. German Kirchhoefer this season is racing Jota Sport's McLaren in GTWCE.

Kirchhoefer said: "We have no championship to worry about so we can just go for it and give it our best shot. I

know Alex has been doing well in the McLaren 720S so I think we have every chance of a good result at Silverstone."

Garage 59 is also evaluating racing a second GT3 entry for this weekend, though that was not finalised as Motorsport News went to press. There nevertheless are set to be 20-plus GT3 entries at Silverstone, the highest total for any British GT event since 2014.



West and Garage 59 are back in British GT for Silverstone

TCR UK BOSS HAILS GRID GROWTH

TCR UK boss Stewart Lines has said affordability and persistence are behind the category's turnaround signalled by 25 cars at last month's Oulton Park 2022 season opener.

Lines' Maximum Motorsport has run TCR UK since 2019, and the championship since its 2018 inception has often struggled for grid numbers.

Lines told Motorsport News: "The budget's a lot less than BTCC, and a lot of the people in our race they're never going to be in BTCC, it's not achievable. We've made a championship where there's more opportunity for people coming through from club racing and other formulae. It's a serious option now.



TCR UK has grown to have 25 cars at 2022's opener

"They got it wrong a little bit [in year one], they shouldn't have said that they were the next British Touring Car racing. We were more realistic.

"We've just plugged at it. There was only six cars [in the UK], now there's 60.

"I've talked a lot of people

into [joining]. A lot of things have come together."

The opening Oulton race was won by BTCC race-winner Chris Smiley. "It's my sort of thing, touring car racing," Smiley told MN. "It's a global platform, we can race anywhere round the world."

MITCHELL JOINS MOTORBASE ACADEMY AND MINIS

Jack Mitchell has joined British Touring Car Championship frontrunner Motorbase's driver academy shortly after adding a 2022 Mini Challenge JCW campaign to his British GT effort with Toyota this season.

The 2018 British GT4 champion therefore links back with his local Kent-based Motorbase team he was linked with in 2014 when he won the Ginetta Junior title.

As well as having a British GT4 drive in the Speedworks-run Supra, 24-year-old Mitchell struck an 11th hour deal for a Motorbase-supported full Mini campaign with JWB Motorsport alongside fellow Motorbase academy racers Jamie Osborne – son of Motorbase owner Pete – and Ru Clark.

Mitchell sits third in JCW's table after two podium finishes in the recent Donington Park

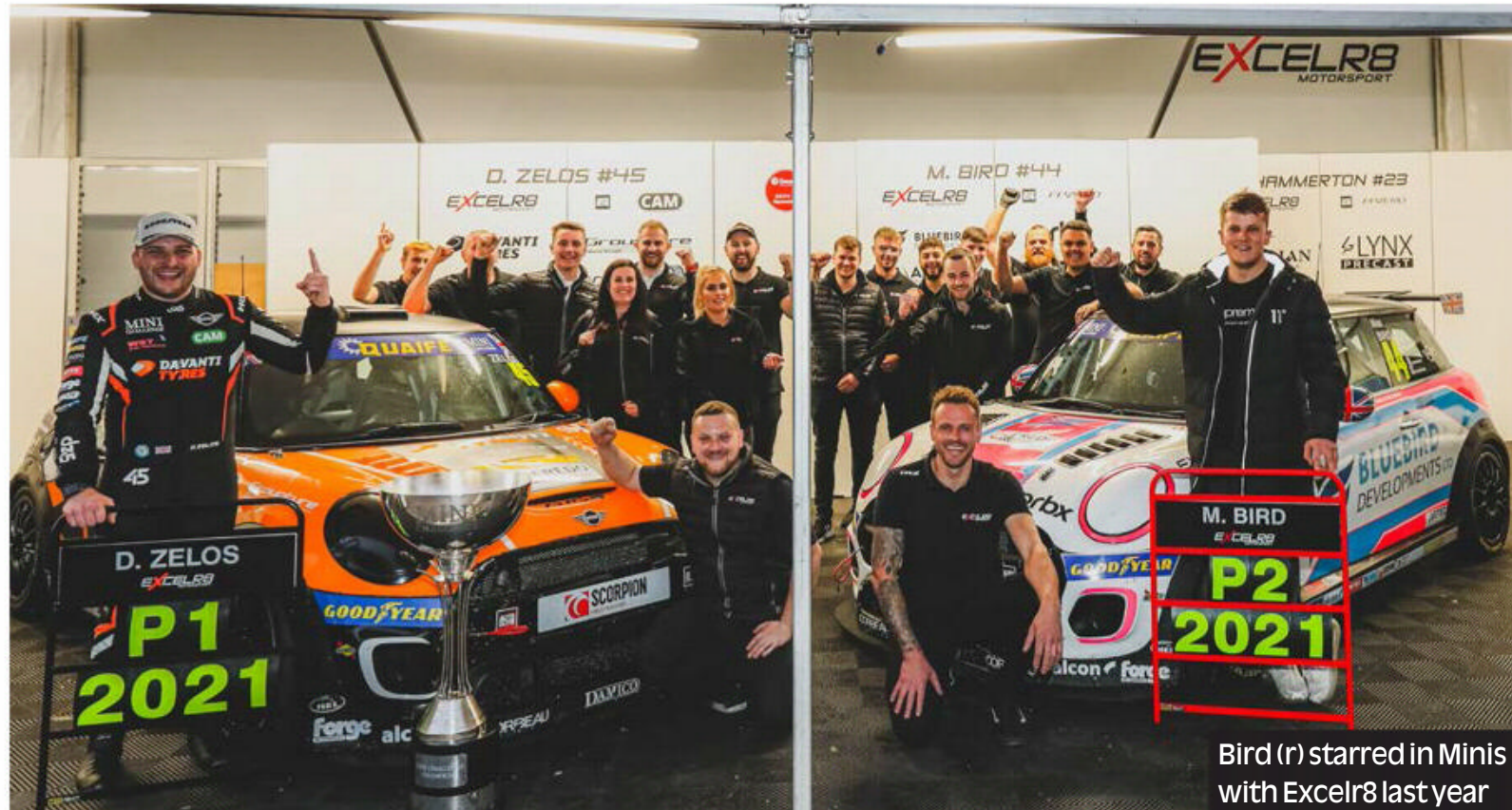


Mitchell has joined BTCC team's academy in his busy 2022

curtain raiser. He also did a 2021 BTCC part campaign with Team Hard.

Mitchell said: "Any young driver needs that [academy]

support. We're aiming to be fighting for the [Mini] championship and then hopefully progress back to touring cars."



Bird (r) starred in Minis with Excler8 last year



Bird is set for a Porsche push

EXCLER8 TO MOVE INTO PORSCHE CARRERA CUP GB

Multiple Mini champion and BTCC frontrunner to add Porsche campaign in 2023

By Graham Keilloh

Multiple title-winning squad Excler8 Motorsport is set to expand into Porsche Carrera Cup GB from next season with its Mini Challenge JCW pacesetter Max Bird driving.

The Suffolk-based team also is a British Touring Car Championship frontrunner and sits top of BTCC's team standings

after its recent Donington Park season opener. The squad now plans to add the Porsche programme for 2023 for what will be its championship debut.

It is hoped Excler8 will take delivery of its Porsche 911 GT3 Cup this summer and will then undergo an extensive testing programme and make its race debut in September's Silverstone Carrera Cup round. The team's longer-term goal

is fighting for championship honours and BRDC Rising Star Bird, 21, will race in the Pro-Am class.

Bird joined Excler8 last year and battled down to the wire for the overall JCW title, ending up a close second behind team-mate Dan Zelos. Bird took the most poles and podiums and led the most laps of anyone on the grid.

Excler8 team owner Justina Williams

said: "There are some very experienced teams already competing in the Carrera Cup, so we want to be as prepared as we can be before we take to the track in anger.

"We have shown with our BTCC programme that we relish a new challenge, and we are fully focused on replicating the success we have enjoyed elsewhere in this programme."



Armstrong is looking to build on his 2021 podium run this season

PORSCHE SPRINT CHALLENGE GB SET FOR THIRD SEASON

Porsche Sprint Challenge GB's third season kicks off this weekend with 14 cars entered for its triple-header meeting at British GT's Silverstone meeting.

The entry as Motorsport News closed for press is up slightly on the 13 cars competing in last season's Donington Park finale.

Silverstone starts the 718 Cayman GT4 Clubsport contest's biggest-ever 15-race schedule, which includes British Touring Car Championship and British GT meeting appearances.

Matthew Armstrong returns to the championship with Team Parker

Racing after finishing third in the table last year and ending the season with four consecutive podium finishes. Armstrong is joined at Team Parker by 2021's four-time podium finisher Charles Clark, 2021 finale debut podium finisher Harry Foster and Am racer John White.

Several champions are on the grid. Regining Ginetta GT Academy GTA champion Toby Trice races for SVG Motorsport, youngest-ever Britcar Endurance champion Matt Greenwood competes for Race Lab, while 2015 BMW Compact Cup champion Steve Roberts races for Redline Racing.

NEW STUDENT MOTORSPORT CHALLENGE HAS STRONG START

The inaugural meeting of the Student Motorsport Challenge within the CityCar Cup at Oulton Park last month has been hailed a success.

The Student Motorsport Challenge gives student teams real-world experience via setting up a race team and competing on track in a new class in the British Racing and Sports Car Club's entry level CityCar Cup.

Four Student Motorsport Challenge teams took part in Oulton's two 15-minute races and East Surrey College driver Andy Burgess won twice in his Peugeot 107, finishing

sixth overall in race two.

Student Motorsport founder John Paul Latham said: "It was great to see the four teams of the seven we have signed up to date at the track and working hard to prepare their cars for the opening weekend. The Student Motorsport Challenge has got off to a fantastic start."

Burgess added: "The car is very good. Out of the box it handled well. We're a little bit down on power but don't forget that some of the CityCar Cup championship teams have been racing in this series for two years."



East Surrey College won twice in inaugural student contest

GOLDEN GRAHAM NO SURPRISE TO REDLINE

Redline Racing boss Simon Leonard was not surprised by Matty Graham's successful Porsche Carrera Cup GB season-opening weekend after sealing a late deal to join the team's line-up.

Graham, 25, leads the standings after a win and third place at Donington Park's curtain raiser having largely sat out 2021 and finished third in 2020's standings driving for multiple title-winner Redline.

Leonard told Motorsport News: "He did an amazing job. He hasn't done much testing because the deal all came late. He's at that level where he can do well. He's a proper professional driver and he's a joy to work with.

"The first choice would always be Matty because I've ran him in the past and he's done extremely well and he didn't have a drive this year. He's just going to get stronger and stronger."

Leonard was also pleased with Redline's recent British GT Oulton Park debut, running a Lamborghini: "We've had to invest a fair bit in the team because it's endurance racing; there's a lot more involved equipment wise. But it'll be a worthwhile investment.

"We were the fastest Lambo on track, there's two factory supported Lambos and we're not, and we were quicker than them even with their Pro drivers in."



Graham was swiftly on the pace



Hammond wants to double up

HAMMOND BACK FOR SECOND MINI TITLE

Mini Challenge Cooper champion Matt Hammond is seeking a second title this year after confirming he will continue in the Trophy category with Excler8 Motorsport.

Hammond took a break from racing after his 2017 title win, and returned to the grid last season with the Excler8 team he took his championship with.

Hammond immediately took pole and victory at 2021's Snetterton season opener, and eventually finished third in the standings with four wins after some unfortunate mid-season incidents derailed his title challenge. The 2022 campaign starts at Pembrey this weekend.

Hammond said: "I really wanted to try and make the move up to the JCWs for this season but, for a number of reasons, it didn't happen. I'd put my Cooper up for sale and wasn't going to race but then this deal has all come together late in the day.

"I'm racing to win this season. I know the car is good and I know the team is good."

Nathan Edwards has also confirmed he will have a second full season in the Mini Challenge Trophy with the MRM team. He finished 13th in the table last year. EnduroK race-winner Baz Ward meanwhile will join the Mini Challenge JCW from its Brands Hatch round two with Lux Motorsport.

2022
08 ROUNDS

116 trophy

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RALLY NEWS

CROATIA RALLY MUST REMAIN THE ULTIMATE TARMAC TEST, SAY BOSSES

Event chief Saskin wants his country's WRC counter to push crews harder and harder

Photos: mcklein-imagedatabase.com



Boss Saskin is confident



Croatia want a long-term future

By Graham Lister

Croatia Rally bosses want their World championship counter to be loved and the challenge loathed in equal measure.

After hosting the WRC for the second time last month, organisers are already working on the 2023 edition in which they insist there will be no such thing as an easy stage on the itinerary.

That pledge comes after one high-ranking service park source told Motorsport News that the spate of punctures and high-profile crashes that occurred on this year's event might prompt organisers to review the route and contemplate changes to make the stages "less brutal to keep the teams onside", the source suggested.

However, Daniel Saskin, the president of the Croatia Rally organising committee, believes the event needs to pack a punch and is

appreciated by the teams.

"We want Croatia Rally to be a challenge that the teams enjoy accepting but we want it to be a challenging rally," he said. "Of course, the weather was crazy this year with rain, fog and sunshine changing all the time so to come through such a tough event and hear [praise], that is encouraging."

"The stages are very demanding, the asphalt is very different to anywhere else in the world. Michele Mouton, the FIA safety delegate, said that the first special stage had basically every asphalt challenge in the WRC on one stage. It is very, very demanding for the teams when each section of the stage needs a different approach. Fortunately, that is a challenge that the teams seem to enjoy for the most part."

Asked about the possibility of adding new stages in 2023, Saskin said: "We can almost have a different rally every year. It's very tempting to do

that, to create something unique each year, but probably the TV guys and the teams would want to kill us. They obviously have to do so much preparation for the competition and for the presentation worldwide but we could, at least potentially, completely change the character of the stages each year. I think we will just try to keep things fresh and to do our best to carry on our unpredictable events and very close finishes that we have seen in 2021 and 2022."

Of the puncture issue, Saskin said: "With the type of roads that we have here there is a lot of opportunity to cut the corners, but there is risk of steps which are there for drainage which can cause punctures. That is what happened most of the time. If the weight of the car is on the inside of the corner but sliding to the outside and it has to then go over this step back up to the asphalt then it snaps the tyre, basically."

M-SPORT'S MILLENER PRAISES "ICONIC" CROATIA

Although the Croatia Rally proved a tough event for the M-Sport Ford World Rally Team, team principal Richard Millener is a big fan.

Despite Craig Breen losing out on a podium on the final morning, Adrien

Fourmaux crashing at high speed and Gus Greensmith and Pierre-Louis Loubet failing to go the full distance due to punctures, Millener can't wait to return.

Speaking following the event, Millener said: "Crews

faced some of the craziest conditions in the WRC for a long while. It's an event our drivers like so, for now, I would like to thank all the fans and organisers for another great running of this, quickly becoming iconic, event."

TOYOTA CHIEF BACKS EVANS AS STRUGGLES CONTINUE

Toyota boss Akio Toyoda has backed Elfyn Evans and co-driver Scott Martin to move on from their troubled start to the 2022 World championship season.

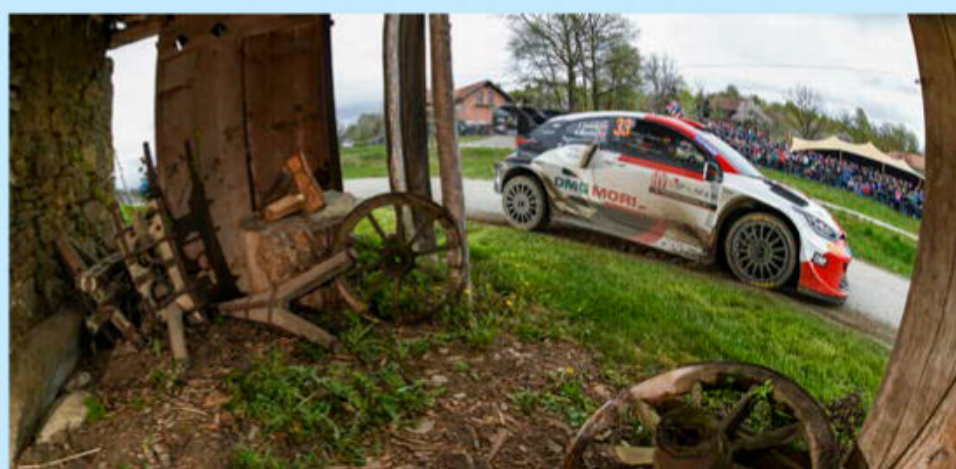
Their fifth place on the Croatia Rally was the first time they'd completed a full

WRC distance this year, although punctures ruled out a higher finish for the Toyota pairing.

"Elfyn and Scott showed their strength completing the rally," Toyoda said. "It has been a tough year for them, but I'm sure they'll

be fine and do well in coming events."

Evans said: "When we had a start like we had [in Croatia] and were effectively last already, it's difficult to fight back. But we try to look positively to Portugal and hope for better."



Elfyn Evans is now looking to the positives on his WRC future

GREENSMITH TAKES POSITIVES OUT OF CROATIA WOE

Gus Greensmith said slipping from fourth to seventh in the World championship standings was the "upside" to his Croatia Rally non-score.

The 25-year-old was in fifth place on the Zagreb-based round but failed to complete the opening leg after picking up three punctures on his Ford Puma Rally1.

Although he returned on day two, the Manchester driver was unable to fight back to a points-paying position and dropped down

the championship order as a result.

However, his starting position of seventh on the gravel-based Rally of Portugal from May 19-22 could prove advantageous for the M-Sport Ford World Rally Team driver.

"We had two good finishes in a row, so a third was not to be," Greensmith told WRC.com. "Sometimes it's like that, but this does give us a good road position for Portugal. Seventh on the road next time out is definitely the upside

to this one, and Portugal is my rally."

"We had some good speed [in Croatia], but it is disappointing to walk away from the weekend with no points. I will give it everything I've got [in Portugal] to try and get that first podium."

Greensmith and Swedish co-driver Jonas Andersson will run four places behind Irish team-mates Craig Breen and Paul Nagle in Portugal after their fourth place in Croatia promoted them to third in the standings after three rounds.

SORDO RETURNS, SOLBERG BACK TO WRC2

Dani Sordo will make his World Rally Championship return in Portugal later this month, taking over the third factory Hyundai i20 N Rally1 from Oliver Solberg.

Spaniard Sordo and Swede Solberg are on a car-sharing deal at Hyundai and Sordo's return to the topflight means Solberg drops down to WRC2 to drive an i20 Rally2 with Briton Elliott Edmondson co-driving.

Hyundai, which was boosted by its double Croatia Rally podium courtesy of Ott Tanak and Thierry Neuville, has also confirmed Sordo and Spanish co-driver Candido Carrera for Rally Italy next month when Neuville and Tanak will also be in action.



Sordo is back at top table



Greensmith will take the upsides from Croatia woe

RALLY NEWS



Ingleby car is back

INGLEBY TAKES A MUSTANG TO THE WOODS

The ex-James Ingleby 5.7-litre Ford Mustang made a welcome return to the forests of Scotland last weekend on the Speyside Stages Rally.

Now in the hands of his nephew Jack Ingleby, the car finished third in class and 43rd overall. The car hadn't turned a wheel since a small engine fire 15 years ago and the plan was to refettle it for the East African Safari Classic last year.

Jack Ingleby said: "The car had been completely rebuilt and a fridge fitted [for cold drinks] in the back for the Safari but Covid scuppered our plans and we didn't manage to get over there."

"The Speyside is a local event and seemed ideal to give the car a test run. Ryan Champion came up to set the car up and hopefully give me a few tips at a private test session and that was amazing."

"I haven't rallied since the Ford Ka Challenge in 2001 and the Peugeot 206 Cup some twenty years back and those cars were pretty different to the Mustang. They were front-wheel drive of course and the Mustang is rear-wheel drive but the boys who rebuilt the engine reckon it has 600bhp."

Jack, who was co-driven by sister Grania Watson, added: "It's all so different since we last rallied. We didn't realise how advanced the route notes were and didn't realise that we got a DVD of the stages. We only collected the stuff on Friday afternoon and looked at it on Friday evening!"

After the rally Jack said: "What a day, what a car. It was all about fun, no risk taking, but the spectators seemed to enjoy it – and the noise!"

One of the spectators was James Ingleby himself out to see the car in action again. He said: "It's just marvellous to see the car back out again. My wife Moira and I finished 28th on the East African Safari 20 years ago with it and we also did the Midnight Sun to Red Sea and Panama Alaska rallies. In fact, my last event with the car was the Granite City 15 years ago – but it does sound wonderful, doesn't it?"

PRITCHARD HAS MANX RECORD IN HIS SIGHTS

BRC regular aims to write his name in the record books next weekend

Photos: Paul Lawrence, Ben Lawrence, John Fife

By Paul Lawrence

Jason Pritchard and Phil Clarke will bid for a record breaking sixth win on the Manx National Rally next weekend.

Pritchard and Clarke will probably be in the same 2005 Ford Focus WRC that took them to victory on the Isle of Man in 2014, '15, '16, '18 and '19. The national event, which will take place on May 13-14, has not run since 2019 due to Covid but Pritchard and Clarke also won the most recent event on the Isle of Man, the Pokerstars Rally last October.

With five Manx National Rally wins, Pritchard is currently tied with Kenny McKinstry but a win next weekend would make him the most successful driver in the event's 40-year history.

The Builth Wells driver will take time out of his British Rally Championship campaign to contest one of his favourite rallies. However, when Pritchard spoke to MN about the event he said there was a small possibility that

they would take the Polo to the Isle of Man to get some extra seat time in the R5 car before resuming their BRC campaign on the Jim Clark Rally on May 27-28.

"The Manx is one event each year we really want to do" said Pritchard. "We love it. We stay at the same guest house and it is a home from home and we love going back. The island is famous for motorsport and to win there is more special than anywhere else."

"The Focus is ready as the Manx is all we'd planned for it this season, but we could take the Polo." Pritchard's two rallies to date in the Polo, the North West Stages and Rally Clacton and Tendring, have both ended early.

Pritchard and Clarke have dominated the Manx National in recent times and their wins in 2016, '18 and '19 were all by around three minutes. In 2017 they were leading by a similar margin on the penultimate stage when the ECU failed and they were stopped for six minutes before limping home in third place.



Pritchard could run in his Focus or Polo



Petch is heading abroad for a holiday and rallying

PETCH HEADS FOR WRC RALLY PORTUGAL

Stephen Petch has entered this month's Rally Portugal, his first World Rally Championship event since 2007.

Petch will combine the rally with a family holiday and will be co-driven as usual by Michael Wilkinson in their Ford Fiesta Rally2 run by CA1 Sport.

"It's always been an event that's intrigued me, and I've finally got the car to do it," Petch told MN. "I'm not getting any younger and you just want to experience what you can when you can and while you can."

"I've always watched the rally and looked at the surface of the stages and thought they're very similar to what I drive here," he added. "It hopefully should be a

dry rally and not too hot – I'm red hot anyway in a rally car so wouldn't like 35-degree heat. It just seems to fit all round what I was looking for, something different."

Petch will be back in his Fiesta WRC for the next round of the BTRDA season, the Border Counties Rally, as the Rally2 will be shipped to Portugal three days earlier. In fact, Petch travels to Portugal the day after the Jedburgh-based event.

"I just want to learn it [the Rally2] as best I can," he said. "It's definitely as competitive as that World car but it just doesn't sound and feel like a rally car to me: that's the only thing. But it's definitely no slower, for sure."

PLAINS RALLY CLOSE TO FULL UP

The organisers of the Plains Rally, which is due to take place on May 21, report that the entry list is close to full after taking 145 entries for 150 places despite being dropped from the BTRDA gravel rally calendar for this year.

The north Wales rally is a round of the Welsh and British Historic championships this year and both championships are enjoying excellent competitor support.

The 53rd running of the rally will be based in Bala for

the first time and cover 10 special stages in the Aberhirnant and Clocaenog forest complexes.

The Knutsford and District Motor Club-organised rally, which first ran in 1964, has not run since 2019 due to Covid.



Rally has retained support despite its BTRDA ditching

ROAD RALLY ROUND-UP

Jones and Williams fend off a capacity for Night Owl glory

Despite a wrong slot, that cost them a minute, Arwel Hughes-Jones/Dylan John Williams took a clear win on the Night Owl Rally.

A capacity entry tackled a demanding route from the rally's base at Aberystwyth to Aberaeron and back. A number of overshoots consigned Kevin Kerr/Huw Manion to the runner-up spot, while a 90-second wrong slot meant that Iwan Jones/Aled Richard were denied the win and finished in fourth, 52s behind the winners.

Steven John Williams/Dorian Evans were classified in 47th position after picking up a fail as they had a passage control signature recorded on the wrong card.

Richard Jerman/Alan James' rally lasted 100 yards, a broken clutch cylinder stopping their Ford Escort.

Regardless Motor Club's first road rally received a favourable response from both competitors and the Motorsport UK Observer. Richard Hunter/Gary Evans (Ford Escort) were fastest over the single section where the top crews dropped time and came home winners ahead of Dan Sedgewick/Sam Ambler.

The Novice crew of Oliver Luxton/Phillip Luxton triumphed over a healthy entry at Chivenor Airfield on the Stu Wood Targa. They led from the second test of the day and finished with a lead of almost two minutes over Lewis Ayris/Simon Lassam.

Ian Mills

Results
Night Owl Road Rally
Organiser: Abersystwyth & District Motor Club
When: April 23-24
Where: Mid Wales
Championships: ANWCC Route: 80 miles
Starters: 75.
1 Arwel Hughes-Jones/Dylan John Williams (Ford Escort) 2m36s; 2 Kevin Kerr/Huw Manion (Escort) +31s; 3 Martin Curzon/Daniel Llewellyn-Jones (Escort); 4 Iwan Jones/Aled Richard (Escort); 5 Kevin Morgan/Osian Davies (Escort); 6 Mark Lennox/Ian Beamond (Escort); 7 Lewis Morgan/Marc Hughes (Escort); 8 Mark 'GT' Roberts/Dylan Jenkins (VW Golf); 9 Paul Hands/Dan Johnson (Honda Civic); 10 Andrew Edwards/Phil Pugh (Escort). **Class winners:**
Experts: Hands/Johnson; **Semi-experts:** Carwyn Madoc-Jones/Gwynndaf Evans (Ford Fiesta); **Novices:** Meilir Llwyd Huws/Guto Sion Williams (Mazda MX-5).

Steve Cornall Memorial Rally
Organiser: Regardless Motor Club
When: April 23-24
Where: Lancashire
Championships: None
Route: 125 miles
Starters: 27.
Results
1 Richard Hunter/Gary Evans (Ford Escort) 1m45s; 2 Dan Sedgewick/Sam Ambler (Peugeot 106 Rallye) +33s; 3 Mark Campbell/Sion Matthews (Mazda MX-5); 4 Kris Coombes/Louis Baines (Nissan Micra); 5 Heath Griffiths/Dylan Griffiths (BMW E36 Compact); 6 Peter Wilkinson/Dave Aincham (Suzuki Swift Sport); 7 Jason McTear/Ashley Young (Proton Satria GTi); 8 Merfyn Williams/Derwyn Roberts (Ford Fiesta ST); 9 Josh Townley/Nick Townley (Peugeot 106 Rallye); 10 Malcolm Holdsworth/Richard Holdsworth (Honda Civic). **Class winners:** Griffiths/Griffiths; **Novices:** Tim Millington/Andrew Millington (BMW Mini).

Stu Wood Targa Rally
Organiser: North Devon Motor Club
When: April 24
Where: RMB Chivenor
Championships: ASWMC Tests: 8 (40 test miles) **Starters:** 43.
1 Oliver Luxton/Phillip Luxton (MG ZR) 110m47s; 2 Lewis Ayris/Simon Lassam (MG ZR) +1m46s; 3 Gareth Andrews/Steve Cox (Proton Compact); 4 Mike Raymond/Gemma Raymond (Ford Escort); 5 Ryan Harris/Darren Stevens (Daihatsu Sirion); 6 Pat Thomas/Zak Linham (Escort); 7 Mark Butler/Paul Hoard (Escort); 8 Elliott Sharp/Michael Spicer (MG ZR); 9 Ian Collings/Mark Collings (Citroen C2); 10 Darrell Denning/Sophie Buckland (Volvo 244 GL). **Class winners:** Experts: Thomas/Linham; **Semi-experts:** Ayris/Massam; **Novices:** Raymond/Raymond; **Clubman:** Collings/Collings.



BRC round one winner Pryce says best is to come



Pryce at last got fast start

PRYCE: MY SEASON WILL ONLY GET STRONGER FROM HERE

Round one winner thinks the rest of calendar will suit him even better

By Paul Lawrence

Early British Rally Championship leader Osian Pryce says that future rounds of the championship will suit him even better than the season-opening Rally Tendring and Clacton.

Pryce and co-driver Noel O'Sullivan won the Essex-

based closed-road event at their first attempt with the VW Polo R5 from Melvyn Evans Motorsport. That immediately put them into the lead of the BRC and Pryce says that his strongest events are yet to come.

Pryce said: "It's the perfect start to our BRC campaign and we're looking forward to keeping this momentum

going on the next round."

Round two is another closed-road asphalt event, the Jim Clark Rally based at Duns in the Scottish Borders on May 27-28. "The most encouraging thing is that our strongest events in the series – rallies that I have more experience on and events that have longer stages and that will suit the car and my driving style a lot better – are

still to come," added Pryce.

The Tendring and Clacton event was a new challenge for the mid-Wales driver. "You needed confidence in the car because although the stages were relatively short there were some very fast sections where you needed a lot of commitment" Pryce said.

"The stages were similar in character to some events that

I've done in northern France and Belgium. They were a good challenge and I really enjoyed them.

"I've made slow starts in the British Rally Championship before which has immediately put me on the back foot, so this time I was determined to start well. I'm really chuffed that we managed to nail it and that everything went to plan."



Davies and Fagg have minor injuries after crash

DAVIES PLEDGES TO GET BACK ON STAGES

British Rally Championship contender Andy Davies has pledged to be back to rallying as soon as possible after crashing heavily on Rally Tendring and Clacton.

Welshman Davies and his Isle of Man co-driver Rob Fagg crashed heavily on SS9 after their Ford Fiesta R5 slid wide on gravel at a fast left-hander, dropped into a deep culvert and rolled.

Davies was taken to hospital in Colchester after his condition briefly worsened but was later discharged.

"We are now both OK with

just minor injuries," Davies posted on social media. "I got caught out on the same corner as Garry Pearson, a fast left-hander where dirt had been pulled out onto the road by previous cars. The car did its job and at the end of the day is only a car.

"I'd like to extend a massive thanks to the emergency services and recovery on the scene, not least the trauma unit staff at Colchester Hospital. We are all so lucky to have such professionals around us when the worst happens."

CORINIUM STAGES RALLY: DOWN AMPNEY BY IAN HARDEN APRIL 30

HOPKINS STRETCHES HIS LEGS FOR CORINIUM VICTORY

Philip Hopkins proved the Mitsubishi Lancer E6 is still a force to be reckoned with by mounting a final-stage charge that outpaced day-long rival Will Nicholls's Ford Fiesta R5 to win the Corinium Stages at Down Ampney by six seconds.

In dry, sunny but dusty conditions, Hopkins gelled quickly with new co-driver Sam Allen to hold third place and challenge both Nicholls and early leaders Rob Dennis/Andy Boswell's Skoda Fabia. Dennis's powerful drive came to an end on stage six with a double puncture which meant it was open season for the lead. Driving on the limit and finishing with several dented panels, Hopkins took his first Down Ampney victory.

Nicholls netted second place after a solid drive. A fourth-stage spin

that cost 10s was his only mistake as he continued to get used to his ex-Martyn England Fiesta after many years in Subarus.

Third-placed England's brand new Fiesta Rally2 went as fast as it looked. After narrowly avoiding hitting a chicane on stage two – "we left skid marks for 50 yards beforehand," he said later – he never dropped below fifth fastest on any stage. Despite having to push start their Ford Escort Mk2 all day due to a broken starter motor, Thomas Davies/Daniel Petrie produced a stunning drive to take fourth.

Changing from soft to medium compound tyres increased their speed and confidence on every stage, culminating in stopping the clocks 15s faster than Chris White/Jason Harris's two-litre Ford Escort Mk2 on stage eight to win Class D and they were the top two-

wheel-drive pairing.

Brake problems and getting a cone stuck under their Escort on the opening stage failed to deter Dean Davies/Cameron Wheatley from taking sixth place and second in Class C, after a close day-long scrap with Graham Davies/Rhys Edwards (Darrian T9).

Results
Organisers: Cirencester Car Club
When: April 30
Where: Down Ampney Airfield, Gloucestershire
Championships: ACSMC; ASWMC Sealed Surface; Cotswold MSG
Stages: 8
Starters: 50.
1 Philip Hopkins/Sam Allen (Mitsubishi Lancer E6) 59m19s; 2 Will Nicholls/Nick Broom (Ford Fiesta R5) +6s; 3 Martyn England/Dawn England (Ford Fiesta Rally2); 4 Thomas Davies/Daniel Petrie (Ford Escort Mk2); 5 Chris White/Jason Harris (Ford Escort Mk2); 6 Dean Davies/Cameron Wheatley (Ford Escort Mk2); 7 Graham Davies/Rhys Edwards (Darrian T9); 8 Marc Mayes/James Davies (Vauxhall Nova); 9 Adrian Griffiths/Karolina Kunigskyte (Renault Clio); 10 Ian Ross/Lucy Pitch (Ford Escort Mk2). **Class winners:** Stephen Pritchard/Emma Clarke (Vauxhall Nova); Mayes/Davies, White/Harris, Davies/Petrie, Nicholls/Broom.



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Tel: +44 (0) 1952 582 825

Fax: +44 (0) 1952 582 821

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SPORTING SCENE NEWS

MEEKE TARGETS A FUTURE IN TOP-FLIGHT RALLYCROSS AFTER TEST RUN OUTING

WRC winner refocuses and wants to contest a full mixed-surface season after sampling Nitro car

Photos: Duncan Stephens, Ant Jenkins, Colin Casserley, Hal Ridge



Kris Meeke was impressed with car

By Hal Ridge

Former World Rally Championship star Kris Meeke is eyeing a switch to rallycross following a test in an all-electric FC1-X Nitro Rallycross car in Barcelona recently.

The former works Mini, Citroen and Toyota WRC driver is currently involved in the development of Skoda's new Fabia Rally2 machine but says while he has no desire for a full-time WRC return, a cross country and rallycross programme could suit him well.

"I've always looked at rallycross, it's a sport that has a very close resemblance to

what I do, the skill set should work well in it," Meeke told MN. "I still love driving, but [have] no big desire to go back to full World [Rally] Championship. I have a young family now, so this kind of thing [rallycross] would be ideal. It intrigues me, we always followed rallycross back when we were kids, with [Martin] Schanche and [Will] Gollop."

The 42-year-old Northern Irishman made a one-off top-flight rallycross appearance in a Peugeot 208 at the French Euro RX round in 2013, but says he wants more of a solid programme if he is to make a rallycross switch.

"I said back then there was

no point in going to do a one-off event, because in rallycross you need a bit of luck and you need the law of averages over a season. I was in touch with the Hansen's [team] when I finished at the end of 2019 with Toyota but then Covid hit and it was not possible."

In wet conditions, Meeke completed around 15 laps driving the 800 kW [1070 horsepower] FC1-X that will be used in Nitro RX's headline Group E category this year. Jenson Button has already signed up with the Xite Energy Racing team.

"It was my first experience of an EV," said Meeke. "It was so new, unique and different.

I've never been in a car with so much instantaneous torque and power. It's mesmerising what the potential can be, I can only imagine what it would be like on a set of slicks on a dry track – it would just be incredible. It has whet my appetite for sure.

"I haven't committed to anything yet with regards to racing but it's something I would like to look at. I'm still very much intrigued by the off-road world and I'd love to get something together to do Dakar in a top car.

I'm trying to work on that at moment. Maybe a Dakar and rallycross programme would be ideal, I think that would tick all the boxes."

SPORTING TRIALS FESTIVAL READY TO KICK OFF

The biggest ever sporting trial is the target for a new celebration event at the Long Compton site in Warwickshire on Saturday, May 21.

The Sporting Trials Festival will feature all four generations of sporting trials car competing on the same day for the first time,

but on different hills within the extensive site. It will be organised by the Midland Trials Car Club working in partnership with the Historic Sporting Trials Association.

Modern sporting trials cars will be joined by historic and post historic cars from the HSTA as

well as the new class for Heritage Trials Cars, which is aimed at cars from the early post-war years. The ambitious target is to have 100 competitors on the event split across three separate elements. Each group will have several rounds of six hills set out on terrain selected to best

suit the ability of the cars.

Martyn Halliday of the HSTA said: "This is a great way to celebrate the 10th anniversary of our very first Historic Sporting Trial at the same site exactly 10 years ago."

Trials cars spanning more than 70 years will be in action.



Seventy-year special

BRISCA F1: BUXTON RACEWAY BY COLIN CASSERLEY

APRIL 30

DAVIDSON MAKES THE MOST OF HIS RECENT UPTURN

Luke Davidson has hit a rich vein of form in recent weeks. He followed up a heat win at Skegness on Easter Friday with a final win over in the Netherlands at Raceway Venray on Easter Monday, and he continued his winning ways by taking a heat-and-final double at Buxton on Saturday.

Russell Cooper took up the early running but he was overhauled by

yellow-graders Ant Lee and Jake Harry. Further back, Davidson was making his move swiftly moving through the field with Tom Harris close by.

As the race entered the second half, Davidson and Harris managed to get to the front with Lee and Harry holding out a rapidly closing Wainman for third and fourth respectively. Ryan Harrison brought his

car home in sixth place despite suffering from brake problems throughout the race.

Lee completed the night by winning the Grand National with Harry crossing the line in second place. Harry also had won a heat race earlier in the night.

The meeting was in stark contrast to Harry's early season fortunes where a couple of blown engines

nearly put paid to his season. Harry explained: "We have had a lot of grief this year, not finishing races, missing meetings but this makes it all worthwhile. It's been satisfying to get where we are today after rebuilding the engine, and the car. To get 43 qualifying points to add to the ones we scored at the end of last year that should get us into a semi-final."



Davidson prevailed

Results

Organiser: Buxton Raceway, BriSCA F1 **When:** April 30 **Where:** Buxton Raceway **Starters:** 25.
1 Luke Davidson; 2 Tom Harris; 3 Ant Lee; 4 Jake Harry; 5 Frankie Wainman Jr; 6 Ryan Harrison; 7 Russell Cooper; 8 Mickey Randell; 9 Mat Newson; 10 George Elwell.

BRISCA F2 ROUND-UP



Blackburn was the man on form at Mildenhall

Issitt and Blackburn land the big points

A busy bank holiday weekend featured two BriSCA Formula 2 World Championship qualifying rounds on shale tracks, with Jack Issitt and Tony Blackburn taking the spoils.

Issitt led at Northampton from early on and could not be caught by the star-graded drivers as he emulated his elder brother Pat's success at the same venue six weeks earlier. Behind him, Charlie Guinchard's thunderous last-bend challenge on Greg McKenzie for second only succeeded in putting both in the wall. Jordon Thackra and Jack Wits benefited as Guinchard limped home ninth.

In his first weekend of racing this season, Blackburn scored maximum qualifying points at Mildenhall by winning his heat and the final. He led the main event from just before half-distance and even a late caution for debris couldn't stop the Yorkshireman as he eased away from Charlie Tomblin. Gordon Moodie was third after passing Ben Lockwood after the restart.

Issitt had looked like repeating his previous night's success when he passed Harry Hensby to lead early on and then fought off Matt Linfield's challenge. But rear-right corner damage forced him

out and let Blackburn ahead. Points leader Guinchard failed to score after crashing in his heat and the consolation race.

Mark Paulson

Results

Organiser: Spedeworth/Incarace **When:** April 30 **Where:** Northampton Shaleway **Starters:** 44.
1 Jack Issitt; 2 Jordon Thackra; 3 Jack Wits; 4 Dave Polley; 5 Charley Tomblin; 6 Andrew Palmer; 7 Danny MacVarish; 8 Billy Webster; 9 Charlie Guinchard; 10 Daz Shaw.

Organiser: Buxton Raceway **When:** April 30 **Where:** Buxton Raceway **Starters:** 17.
1 Harley Burns; 2 Liam Rennie; 3 Harley Thackra; 4 Thomas Bennett; 5 Jamie Jones; 6 Adie Whitehead; 7 Jonathan Hadfield; 8 Jessica Smith; 9 Steve Smith.

Organiser: GMP Scotland **When:** April 30 **Where:** The Racewall, Cowdenbeath **Starters:** 13.
1 John Hogg; 2 Chris Burgoyne; 3 Euan Millar; 4 Steven Burgoyne; 5 Craig Wallace; 6 Jason Blacklock; 7 Gregor Turner; 8 Paul Reid; 9 Kieran Howie; 10 Trevor Harris.

Organiser: Spedeworth **When:** May 1 **Where:** Mildenhall Stadium **Starters:** 10.
1 Tony Blackburn; 2 Charley Tomblin; 3 Gordon Moodie; 4 Ben Lockwood; 5 Dave Polley; 6 Jordon Thackra; 7 Billy Webster; 8 Josh Rayner; 9 Harley Thackra; 10 Greg McKenzie.

Organiser: Autospeed **When:** May 1 **Where:** United Downs Raceway, St Day **Starters:** 26.
1 Paul Rice; 2 Joe Marquand; 3 Aaron Vaight; 4 Jamie Avery; 5 Steven Gilbert; 6 Ben Goddard; 7 Ben Borthwick; 8 Paul Moss; 9 Charlie Fisher; 10 Josh Wear.

Organiser: Crimond Raceway **When:** May 1 **Where:** Crimond Raceway **Starters:** 10.
1 Liam Rennie; 2 Robbie Dawson; 3 Ryan Farquhar; 4 John Hogg; 5 Stuart Yule; 6 Josh Walton; 7 Trevor Harris; 8 Scott Paterson; 9 Peter Davidson; no other finishers.

SPORTING TRIAL: PETER BLANKSTONE BY DUNCAN STEPHENS APRIL 24

VEALE PUTS ON A LATE PUSH TO TAKE TRIALS GLORY



Veale was perfect at Shelsley

Reigning British champion Josh Veale, with youngest brother Tristan in the passenger seat, snatched victory on the Peter Blankstone Sporting Trial during the afternoon. He claimed the spoils by three points from rival John Fack.

Fack had led all morning following a clean first round in exceptionally dry conditions but was powerless to resist Veale's charge in the afternoon. Thomas Bricknell completed the podium with his worst result of the season.

Bricknell tied with Simon Kingsley, while Boyd Webster having one of his better days

finishing fifth. He was also tied with young Arthur Carroll, who continues to surprise with top results with sixth place winning the live-axe class, but was disappointed with a couple of poorer climbs on the last round costing a potential podium.

Richard Sharp started badly with a huge seven score on the slippery bracken but battled back to finish seventh overall. He was just ahead of Martin Grimwood.

John Cole won the blue independent class in ninth from Mike Readings, with Andy Wilks completing the top

10 overall after a catastrophic first round that left him down in 22nd overall.

Veteran Robin Jager made another return to the sport having repurchased his Kincraft after nearly a decade away. Simon Cowley won the rookie class.

Results

Peter Blankstone Sporting Trial
Organiser: Midland Automobile Club **When:** April 24 **Where:** Shelsley Walsh, Worcestershire **Starters:** 27.
1 Josh Veale (Sherpa) 5 points; 2 John Fack (MSR) +3 points; 3 Thomas Bricknell (Crosle); 4 Simon Kingsley (Crosle); 5 Boyd Webster (Crosle); 6 Arthur Carroll (Sherpa); 7 Richard Sharp (Cartwright); 8 Martin Grimwood (Crosle); 9 John Cole (Crosle); 10 Andy Wilks (Crosle).

HISTORICS

DOWN THE WORKSHOP

1972 GRD 272

Current owner: Robin Lackford



Lackford fell in love with GRD

How long have you had the GRD 272?

Robin Lackford: "I've looked after it for around 23 years and I bought it 15 years ago from Derek Graham. I ran it all the while Derek raced it. It wasn't a DART team car, we just run it that way because it was a famous GRD livery. This car went to Indonesia when new for Dolly Indra and was there for a long time. Simon Hadfield brought it back in about 1998. It wasn't a basket case but it needed a bit of love and attention."

He only races occasionally

"Then Derek Graham bought it from Simon. He didn't race it that often and when he came to sell it, I was so much in love with it that I couldn't part with it. That was about 15 years ago. Because of business commitments I've only really started racing the car again in the last five years. Last year I raced it four times and that's probably the most races I've done with it in one year. I think I had four class wins and three fastest laps in class."

It runs as a Formula Atlantic

"It's an absolutely beautiful car. I knew exactly what I was getting when I bought it. It runs in Formula Atlantic specification with a BDA engine. Although it was badged as a Formula 2 car when new, it went to Indonesia as a Formula Atlantic. It was in Indonesia for about 25 years and so it doesn't have any European history."

It's very user-friendly

"It's fairly standard and when you look at the rest of the GRDs, they are all very, very similar. The monocoque is really nicely built. It's a very forgiving car to drive and it gives you plenty of warning."

It is a family business

"We've got two businesses: Lackford Racing which is run by my son Nigel, which is purely race cars. Then we have Robin Lackford Motor Engineering, which is for classic road cars. No modern cars come into my workshop: I won't have them in there. We do everything in-house from fabrication to paint. We've got a two-year waiting list on restorations, so coming out racing is a bit of a challenge but racing is my life. I started racing in 1968 with my elder brother Norman. He's 13 years older than me and I'm 65."

JARDINE TO TACKLE DREAM DRIVE ON SILVER FERN

Formula 1 guru heads to New Zealand to tackle classic rally marathon

Photos: Paul Lawrence

By Paul Lawrence

Former Formula 1 commentator and seasoned rally driver Tony Jardine will fulfil a lifetime ambition when he contests this November's Silver Fern Rally in New Zealand.

Jardine, who is currently rallying a Hillman Avenger in selected historic events in the UK will contest the week-long gravel rally in a 1977 two-litre Opel Kadett GTE supplied and run by local rally engineer Bryce Biggs. Jardine will also use the services of a local co-driver for the marathon event, which runs on New Zealand's South Island from November 20-26.

"That's been a bucket list rally since it started," said Jardine, who also ticked the Roger Albert Clark Rally off his wish list last November. Jardine experienced some of the New Zealand gravel roads when involved in the

Jardine will head Down Under



running of the HERO-ERA New Zealand Classic in early 2020, just before the main Covid lockdown. That experience made him even more determined to go back and compete on the world-famous rally, which covers 650 stage miles in seven days.

"We're trying to do some of the BHRC rounds this year in my Hillman Avenger, but we do have some date clashes. I'll squeeze in as many as I can," said Jardine. "However, subject to getting an entry accepted, my next planned event is the Jim

Clark Rally at the end of May."

Jardine says he is fortunate to have Allan Harryman, son of Terry, as his co-driver. They have done many events together before and Harryman rejoined Jardine for the recent Rallynuts Stages in Wales.



Lamplough returned to single-seaters for the first time since '94

Lamplough's jolly Historic F3 campaign

Long-time historic racer Mike Lamplough has joined the Historic Formula 3 grid with the ex-Steven Smith Chevron B15.

The car was originally a Jolly Club car raced in Italy when new in the late 1960s. Lamplough had his first weekend in the car at Snetterton. "This is my first single-seater race since 1994

When I ran a Van Diemen RF82 in Classic Formula Ford 2000," said Lamplough. "I thought it was time to do something a bit different and this is a voyage into the unknown."

More recently, Lamplough has been racing an MG Magnette and a Gilbern and he still has both cars of those cars.

Bumper crop for Goodwood Revival

The full race line-up for this September's Goodwood Revival Meeting has been announced, covering 15 races from 13 grids including motorbikes.

New for the September 16-18 event is a race dedicated to MGBs to mark the model's 60th anniversary. Over half a

million MGBs were built between 1962 and 1980 and the Lavant Cup will celebrate the enduring racer with a 30-car grid.

The St Mary's Trophy will switch back to pre-'66 touring cars and will feature two races: one for the star names including current BTCC drivers and one for

the owners as Lotus Cortinas, Minis and Alfa Romeo GTAs take on some American V8s.

Meanwhile, the Freddie March Memorial Trophy for sportscars from the late 1940s and early 1950s returns to be the first race of the weekend, running into the sunset on Friday evening.



Jackson: FF2000 debut

Slicks-and-wings outing for Jackson

Cam Jackson made his Historic Formula Ford 2000 debut at Snetterton in the Delta T80 owned and run by Simon Ayliff.

Jackson was invited to race the car for the weekend and only drove it for the first time in testing on Friday. "This is just to have a bit of fun and show the car," said Jackson, who had previously raced in Historic Formula Ford, Classic Formula 3, Historic Formula 2 and Formula Junior, but never in Historic Formula Ford 2000.

"It's a nice pliable car, but I'm still learning as I go," said Jackson, who plans to race both his Winkelmann Formula Ford and his father Simon's Lenham sports-racing car at Silverstone in mid-May.

TARLING ROLLS BACK THE YEARS IN A ROYALE



Richard Tarling joined the Classic Formula Ford grid at Snetterton in a Royale RP26, which has been liveried in SDC colours to celebrate the building company's 50th anniversary year. In period, SDC backed David Wheeler in an RP26 and the Tarling car, which is owned by former Royale boss Alan Cornock, is in a similar livery. "It was originally sold to Doug Shierson in America and then went through Canada and France," said Cornock.

IN BRIEF

Stuart's comeback

Historic Formula Ford racer Chris Stuart made his return to the category in the ex-Andrew Mansell Merlyn Mk11A at Snetterton. The car has recently been completely rebuilt by Nigel Grant and his team and ran for the first time in testing on Friday before the Snetterton race weekend. Stuart finished 12th in the weekend's second race.

Roberts' return

Racing returnee Ollie Roberts raced at Snetterton in Historic Formula Ford 2000 but had to learn the circuit in qualifying. "I've raced at Snetterton before, but not since they changed the layout about 10 years ago," said Roberts after testing at Silverstone with the Brian Souley team. Roberts started the second race from the back of the grid and worked up to 11th place.

Baker goes uphill

Historic motorsport journalist Peter Baker made his speed event debut at Prescott in his 2.4-litre Daimler Conquest, affectionately known as Doris. The 1950s saloon was given a modest work-over to make it suitable for hillclimbing and Baker thoroughly enjoyed the experience of competing in the Prescott New Barn Championship for novice drivers. "I decided to give it a go and the car is great fun," said Baker.

Veteran trades up

Stuart Kestenbaum has traded up to a Van Diemen RF81 for Classic FF1600 after his previous 1979 version was wrecked in testing ahead of the Silverstone Finals meeting last October. The RF81 was once a racing school car at Pembrey and has since been rebuilt by Don Hardman. "We're still sorting through some teething issues," said Kestenbaum at Snetterton. "My very first racing car was an RF81 but I demolished it so many times!"

Rainey remembered

The remarkable Joy Rainey was remembered at Prescott during the opening event of the season, including the placing of flowers at Pardon Hairpin where her ashes are scattered. Rainey, who died two years ago aged 77, overcame significant disability to compete very successfully in hillclimbs and held the ladies' record at both Prescott and Shelsley Walsh.

Formula 2 is go

The HSCC Historic Formula 2 season kicks off at Hockenheim this weekend with an international entry for a pair of races. Leading UK racers Matthew Watts (March 782), Matt Wrigley (March 782) and Mark Charteris (March 742) will take on rapid Europeans Hans Peter (Ralt RT1), Manfredo Rossi (Chevron B42) and Wolfgang Kaufmann (March 782).

RALLY REPORTS

NATIONAL HOT RODS: IPSWICH BY GRAHAM BROWN
APRIL 30

FABULOUS FINAL GOES TO WALLER-BARRETT

Photos: mkpics.net

Another day and yet another National Hot Rod final win for Carl Waller-Barrett – his third in a row and second on the bounce at Ipswich – but this one came totally out of the left field after he crossed the line backwards and inherited the win only after penalties to those who finished ahead.

Although somewhat overshadowed by that amazing final, Terry Hunn and Sam Gray lifted the heat honours.

It was Barry Limer who made the opening heat early running despite pressure from Karl Baker. But the man to watch was Hunn, the Fiesta driver having played his joker to gain four new tyres. He was passing at will all around the outside, taking Baker for second five laps from home and then eclipsing Limer for a clear win.

Unfortunately, Hunn's fast start to the second encounter had him tangle in a race-stopping crash with Mikey Godfrey and Chris Roots. Baker led the restart but lost out to Gray with Shaun

Taylor following him through. Gray had built a decent cushion by mid-distance, helped along by Baker and Taylor's retirements, sufficient for him to stay well clear of very strong finishes by Gordon Alexander and Waller-Barrett.

The final grid certainly suggested a decent race in prospect although probably not a continuation of CW-B's run of success, with him on the seventh row, and the likes of Alexander, Rob McDonald, Jack Blood and Billy Wood all up the front.

An immediate caution for a car stalled on the grid prefaced Alexander grabbing the lead. Early squabbling behind him rapidly put Wood, McDonald and Blood into the other major places, this quartet then haring round bumper-to-bumper and flat out. The end game was already looking to be all about these four but before long Waller-Barrett had worked his way through the rest and was closing them down.

With the lead dice soon a five-car battle, Wood got under Alexander at Turn 1, the former leader getting railroaded back to fifth. Wood and McDonald commenced a fierce scrap for the lead with McDonald taking over at the front but at the expense of a black cross.

Then Waller-Barrett snuck past Blood to attack the others, forcing Wood to go defensive and allowing McDonald to draw clear. CW-B stormed up the outside, Wood parried and got blue flagged, and Blood welded himself to both of them as the lap boards counted down.

As McDonald tore under the flag, Wood and Waller-Barrett went synchronised spinning coming off the final turn, ploughing across the infield in clouds of dust as Blood grazed past them to apparently finish second. But he was adjudged to have caused the last-bend incident and got disqualified, while McDonald copped a penalty



Waller-Barrett (right) won yet another Hot Rod final

for his earlier black cross.

Video evidence showed that Waller-Barrett had not only crossed the finish line, albeit off the track and travelling backwards, but also did it fractionally before Alexander got there.



Waller-Barrett and Wood go spinning

Results

Heat one: 1 Terry Hunn (Ford Fiesta); 2 Barry Limer (Vauxhall Tigra); 3 Karl Baker (Vauxhall Tigra); 4 Shaun Taylor (Ford Fiesta); 5 Gordon Alexander (Vauxhall Tigra); 6 Lewis Shelley (Vauxhall Tigra); 7 Billy Wood (Vauxhall Tigra); 8 Dick Hillard (Vauxhall Tigra). **Heat two:** 1 Sam Gray (Peugeot 206cc); 2 Alexander; 3 Carl Waller-Barrett (Vauxhall Tigra); 4 Shelley; 5 Hillard; 6 Rob

McDonald (Vauxhall Tigra); 7 John Sibbald (Vauxhall Tigra); 8 Chris Aldridge (Vauxhall Tigra). **Final:** 1 Waller-Barrett; 2 Alexander; 3 McDonald; 4 Jason Kew (Ginetta G40R); 5 David Casey (Vauxhall Tigra); 6 Perry Cooke (Vauxhall Tigra); 7 Gavin Murray (Vauxhall Tigra); 8 Hunn; 9 Sibbald; 10 Paul Wright (Vauxhall Tigra). **Points:** 1 Waller-Barrett 443; 2 Wood 402; 3 Cooke 348; 4 Alexander 329; 5 Chris Haird 325; 6 Wright 314.

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FEATURE

PROJECT 131: THE FORD ESCORT ALTERNATIVE

*In World rallying in the 1970s, Fiat took on the Escort Mk2 with its 131. Forty-five years later, battle has been rejoined and BRC champion Matt Edwards is in the middle of it. **Paul Lawrence** found out more.*

Photos: Paul and Ben Lawrence



The Rallysport Development car is beginning to flourish

In the Group 4 era of the late 1970s, Fiat's 131 Abarth took the World Rally Championship manufacturers' title three times to the single crown for the Ford Escort Mk2. Yet ever since the Mk2 was allowed into historic rallying two decades ago, the UK historic scene has been dominated by the Ford. Until now, that is.

The pioneer for bringing the 131 back to the forefront of rallying is Kevin Theaker, the man behind Malton-based Rallysport Development. This is a project that started about eight years ago and has been bubbling away ever since, showing signs of promise but not scoring a breakthrough result against the numerically dominant Escorts.

While the Group 4 Escort is supported by a raft of specialist suppliers, with most parts available off the shelf, the Fiat situation is very different. If Theaker wants major parts, including engines, he generally has to machine them in-house. Of course, the Group 4 Escort also benefits from 40 years of ongoing experience, while the Fiat has largely been dormant since the Group 4 cars were outgunned by the four-wheel-drive rally cars in the early 1980s.

However, UK rallying's Covid-enforced break allowed Theaker and his team to focus on the project and now with triple British rally champion Matt Edwards at the wheel, the car is



Historic frontrunner Nick Elliott also has a Fiat 131 in his stable

truly taking the fight to the Escorts.

That breakthrough first British Historic Rally Championship victory came on Rally North Wales in late March and was backed up by a 1-2 result in the historic section of the Rallynuts Stages two weeks later.

Though he missed the opening BHRC event in early February while trying to seal a deal for the Irish Tarmac Rally Championship, Edwards is now aiming to chase the BHRC title over the remaining four rounds after taking a maximum score on Rally North Wales. With the best five from six scores to count in the final reckoning, it is achievable but he can ill-afford a non-finish.

"There was a real prospect of me not doing any rallying this year," admits Edwards after plans to continue in modern four-wheel-drive cars came to nothing.

"But it's always been on the cards to try and do a bit more with the Fiat and with me not having anything else, it was an ideal opportunity for me to carry on doing something and for Kevin and the team to make use of me being available."

Though his modern rallying programme is taking what will hopefully be a temporary hiatus, Edwards remains remarkably busy: "My work is flat out as well and I've sat in more than 30 rally cars already this year for tuition."

While his BRC and ITRC plans were slowly evaporating, Edwards was in regular contact with Theaker. "We talked about it for a while, but we obviously kept it quiet because they were waiting for bits. Even though we've had three years since I drove it last, there's been a lot going on that they've been trying to do for a long time," he explains.

As well as untapping the car's pace, Edwards was also working to make the 131 more user-friendly. "We're trying to make it easier to drive as well as faster," he says. "The target market for the car is the historic championships and if it is a bit of a wrestle for me to drive, that's not ideal. But that's definitely going the right way. We've made a lot of progress in a couple of tests and rallies, so that's been important."

The Fiat's first BHRC victory finally came in the dust of Rally North Wales despite some challenges that made it, albeit temporarily, very hard to drive. "In the afternoon there was a rock in the



The Rallynuts victory proved that the Fiat can be a car for all stages

THE 131 RALLYING SUCCESSES

- 1980 World Rally Championship: manufacturers' title
- 1980 World Rally Championship drivers' title with Walter Rohrl
- 1978 World Rally Championship: manufacturers' title
- 1978 FIA Cup for Drivers: Markku Alen (right)
- 1977 World Rally Championship: manufacturers' title



middle of the road and we hit it and that bent the sump guard up, which bent the subframe," Edwards explains. "The steering rack is one the subframe so it bent the rack as well." Edwards admitted to having to work incredibly hard to keep the car on the stage and on the pace, but he arrived back in Dolgellau 16 seconds up on the leading Escort of Nick Elliott.

Of course, current BHRC points leader Elliott also has a Fiat in his stable alongside his Escort and is likely to switch to the 131 for the balance of his campaign. "I think every stage could be a Fiat stage now," says Edwards. "It's got the power, it's got the handling, so why not? It's there as a package. We just need to run it as often as we can in the same format. Rather than trying to change and improve, we need to get to a place that it's a finished article."

If recent form is a guide, then the finished article looks like a match for the Escorts in historic rallying, just like the works cars were in the WRC more than 40 years ago. ■

Kevin Theaker: the man with the 131 vision

The man behind the 131 project is Kevin Theaker. He's a typical Yorkshireman, a grafter of relatively few words who lets his results do the talking.

"The issues we've had have been developing the gearbox by trying to get stronger gears in the gearbox and working on the suspension, the engine and the ignition system. Everything, really," he explains.

"We machine all the engine parts except for the cylinder block and we make the whole engine. So it's a massive task. Mental! It's taken a while but it's been good having Matt in the car because he is really good for feedback and set-up."

"We're building a 12th car at the moment. There's one in Australia and a couple in Ireland now. It's just trying to make it like it was in the 1970s, Ford versus Fiat."



Edwards: Helped development

"Every stage could be a Fiat stage now"

Matt Edwards

FEATURE

GILLES VILLENEUVE:

THE FORMULA 1 STAR WHOSE TALENTS
INSPIRED A GENERATION

*Forty years after the Canadian was killed in Belgium, we reflect on the impact he made on the sport. **Matt James** looks back*



Villeneuve was F1 superstar



Opposite lock? Check.
Head tilt? Double check...

For a driver who won only six grands prix and took part in a meagre 67 Formula 1 races, the impact that Gilles Villeneuve made on motor racing was immense. The little French Canadian did his talking on the track, and a grateful audience lapped up every word.

There are some golden rules in journalism. Much like television isn't supposed to break the so-called third wall between the viewer and the actors, reporters aren't supposed to demolish the chain of independence and integrity.

But on this occasion, and being as I am the editor, I will and I hope all the newspaper purists will forgive me. I was a huge Gilles Villeneuve fan.

In fact, it was probably his exploits that

made me fall in love with motorsport in the first place. Being woken up, bleary-eyed, on a Sunday evening and being allowed the privilege of joining my father in the living room to watch the highlights of that day's grand prix was an early memory, and one that stayed with me and one that made me want to find out all I could about this thing called motor racing.

His death 40 years ago this week during qualifying at Zolder was a crushing blow to a nine-year-old F1 fanatic.

But I am not the only one who adored Gilles and yet there is still a division within motor racing fans. There are those who fell in love with the Ferrari driver's abilities and those who didn't. Sadly, I happen to be chums with someone in the latter category: but, to be fair to that misguided minority and to give them a voice, step forward Mr Addison (*see David Addison's column, right*).

One of the loudest supporters of Villeneuve and all he was able to do in a car is British Touring Car Championship legend Jason Plato. The BTC Racing Honda Civic Type R driver, who is creeping up on 100 career BTCC wins this year, was mesmerised by Villeneuve's skills when he was forging his own career in karting.

"It was just his style," explains Plato, "He had an uncompromising, sideways, never-give-in aura about him. There was a Boy's Own charm thing about him. His desire to be on the ragged edge and to get everything out of the car was just really exciting. He was just incredible to watch. There are so many pictures out there of him on the limit, tail-out, and he had this characteristic of just tilting his head and you know when you saw him in that pose, he was going for it. He was flat chat."

"While I don't swing that way, my God he was a handsome bloke too. He had his own style, he carried himself in a certain way particularly when he got into the cockpit. The aura for me as a kid was really appealing – but then when he got in the car, my Lord, did he drive it like I thought it should be driven. And guess what? He drove for Ferrari too, so all the ingredients where there for it to be a magical thing. It made him an icon, and I think I was at the right age for him to make that impact on me. I was receptive to searching out my icons, and it was him. The people who were winning all the time

– and there were lots of them – but that didn't sex me up like Gilles did."

Plato isn't the only one who goes all gooey-eyed when reflecting on Villeneuve's skills and the impact he had on an early career. After some of his early outings in a race car – which were marked with speed, elements of car control and the odd bout of over-enthusiasm – Ben Collins was compared to Villeneuve. Having grown up in the Ayrton Senna era of F1, Collins, who would go on to race at Le Mans, went and did his research and fell in love with the story.

"He was a huge stand-out and he would attempt things and take risks that no-one else would even consider," explains Collins. "The riskiest part of any race is the start: the get-go, the first corner and the opening lap and that was where he excelled. He came into his own when he could see a huge opportunity and no chance was too dicey for him to take. Sometimes it worked and sometimes it didn't, but he would give it everything. He made the starts so exciting, and he was doing things that no-one else was doing."

Villeneuve was cut down in his prime with that accident in the Saturday session of qualifying in Belgium in 1982. The risk-taker took one chance too many in his efforts to beat Ferrari team-mate Didier Pironi, who he felt had robbed him of a win at the previous race at Imola when he thought team orders had been ignored and he had been denied

victory by the Frenchman's sister car.

Far from being the thoughtless daredevil that others might suggest, his derring-do just came from an utter belief in his ability to handle any situation while still extracting the most – if not a little bit more – from any chassis that was put under him.

"When you dive into the detail of what it was he was actually doing that allowed him to take these risks – in a calculated way – a lot of that innate ability came from his control and his learning from snowmobile racing," acknowledges Collins. "It chimed with me because I had learned car control from skidding around a farm on a quad bike. I felt some affinity for that approach to car control development, if you could call it that."

"But there was also something else that made his driving so appealing. While he had a never-say-die attitude to racing, no matter what situation he was in – maybe with wheels falling off or the car ripping itself to bits – you would never see him sulk. Sometimes racing delivers you a shit sandwich and it is easy to throw it in, but Gilles never ever did that."

There are the well-known battles that Villeneuve enjoyed and the one that lives longest is his epic scrap with the Renault of Rene Arnoux over second place in the French Grand Prix at Dijon in 1979. The last three laps have passed into folklore as the pair scrapped doggedly, although it drew criticism at the time from contemporaries as the two young lions



The never-give-up attitude was severely tested at the Dutch GP 1979



The fight between Villeneuve’s Ferrari and the Renault of Arnoux at Dijon 1979 is now part of folklore



Villeneuve would not see the end of 1982 season

pawed each other with their claws out. Plato recognises the competitive spirit that was on show that Sunday afternoon in early July. “While the purists might say that it was a bit over the top, it was brilliant,” enthuses Plato. “[It was just] proper racing, two guys just going for it. I was lucky enough in the years since to meet Arnoux and he was a brilliant talking about it. The two of them were just gladiators that day. It was over the top but ultimately that is what drivers do, they should be there to win and I know that feeling from my own career. Sometimes the gloves do come off a bit. Look at the way I raced with Yvan Muller and Matt Neal – sometimes it got out of shape. It wasn’t due to any premeditation about that, it just went that way. And it went that way because I was racing against someone who was uncompromising

too. Gilles Villeneuve was that way – he simply had to win.” Plato, through his work as a presenter on the Fifth Gear programme, has been to Maranello and been into Enzo Ferrari’s office, which is untouched since he passed away in 1988. On it is his famous purple-inked pen, his diary and a single photo – one of Gilles. “I am good friends with Jody Scheckter too and we have spent a lot of time together and we have spoken about Villeneuve,” reveals Plato. “I was almost embarrassed to ask: Jody won the World championship after all and Gilles never did. But I needed to have a conversation with him and tell him that his team-mate had been my hero. When I told him that he was lovely about it, and he told me he loved Gilles too. “It is interesting as I have got some of the

untold stories from Jody about what Gilles was like as a human being. It is clear he was a very heart-on-the-sleeve type of guy even in his non-racing life. He said things as they were and yet he was quite quiet and quite shy but, in the cockpit, he was a tiger. “One thing which Jody did tell me was that all Gilles wanted to be was the fastest man on the track, and he didn’t really think about his motorsport in the way that Jody did. Jody looked at the bigger picture. If Jody knew he was fast enough to do the job in any race, he knew he didn’t have to go breaking the car. Gilles was just flat out all the time. Jody loved that about him, and that is what I loved about him. “Jody said he was a lovely bloke, good fun to be around and he was wild. He was a risk-taker. I have been told about the crazy trips on the road when Jody and Gilles drove from Monaco to Maranello, where they would be side-by-side in the car and who lifted off first would lose. They were going down the autostrada on the hard shoulder giving it full beans because neither of them wanted to back off first. That is just crazy. “I got from Jody a lot of warmth and loving feelings. He really rated him and loved him, but ultimately Jody beat him because he was a bit more rounded as a driver, whereas Gilles was maybe not at that stage. But there is one thing I learned: Gilles was as well-loved in person as he was by me as a fan – and that is great to know.” ■



Scheckter leading Gilles in 1979

Photos: mcklein-imagedatabase.com, Motorsport Images

DAVID ADDISON



MN’S COLUMNIST AT LARGE

“Gilles chewed through tyres like kids chew sweets”

I’m sorry that you had to read all that noise (left) from my bearded colleague. He hasn’t been well.... To suggest that Gilles Villeneuve was a World champion is just plain wrong. John Watson told me once that Villeneuve “needed to be fastest at every corner on every lap”. Championships aren’t won by such efforts.

Think back to Villeneuve’s early days: speed tempered by accidents. In 1973, he dominated the Quebec region Formula Ford series by winning seven out of 10 races before he fractured his leg and was out for a month.

His F1 debut at Silverstone in 1977 was punctuated by spins aplenty and in 1977, just after Ferrari had signed him for the following season on the recommendation of Canadian Walter Wolf, he crashed in Fuji and cart-wheeled over the barriers. Two spectators were killed although Villeneuve walked away unhurt.

He spun out of the 1978 Brazilian GP and collided with Clay Regazzoni at Long Beach, but his only other accident-related retirement was at Monaco when a tyre let go. Perhaps the accident strike rate wasn’t so bad...

In 1979, not one of his retirements were down to a crash, but the most memorable retirement was his Dutch one as he dragged the remains of his car to the pits, tyre flailing then wheel hanging off then sparks flying then suspension wrecked. All those people who bang on about his determination or commitment rather miss the point that the car was knackered and his race was over. What did that achieve?

Accidents came through 1980 and ’81, perhaps not regularly, but there was always that expectation that he would trip over the edge, imminently. Like Silverstone in 1981 when his zealotry at the Woodcote Chicane triggered mayhem behind and sent cars scattering in avoidance as his tyre-smoking rotation wiped out some of his pursuers.

One common factor through his career is the number of times he had to pit for tyres: four times in 1978, five in 1980 (would have been six had a puncture not sent him off the road) and twice in 1981. Yeah, great, isn’t Villeneuve spectacular? Isn’t he amazing to watch? Brilliant. He chewed tyres like children chew sweets and lost who knows how many races and opportunities on the back of it.

Didier Pironi was better. He was a World champion that never was, but I will give credit to Gilles Villeneuve for one thing: 40 years on, we are still talking about him.

“Gilles was a Boy’s Own hero, really, wasn’t he?”

Jason Plato

FEATURE



THE BEST

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This latest Motorsport News readers' poll simply had to be done. Jaguar is central in British motorsport aristocracy, and more than that its racing machines from the past and even the present inspire unparalleled affection.

The grand old car maker's racing activity is mostly associated with sportscar racing and in particular its stirring Le Mans successes – both in the 1950s and then the late 1980s and early '90s. But as we reflect here there's more to Jag even than that. It has sampled other motorsport arenas too, and had success in them, particularly in tin-tops.

And we want to know which of Jaguar's motorsport machines is your favourite, and as usual we have come up with our shortlist of 10 for you to pick from. These are outlined here, and now it's over to you.

Cast your eyes over the claim of each car then get online to vote for your selection. Instructions on how you can vote are in the special panel.

The results will be announced in the May 26 edition of MN, which will be a Jaguar special paying tribute to the evocative marque.

The grand old British marque has over time produced plenty of evocative motorsport machines. But which is your Top Cat?

THE CONTENDERS



1 Jaguar XJ120
This ultimate post-war British sportscar was the machine that really put Jaguar on the international competition map. And it did it with style and performance the brand became synonymous with.

The XJ120 started Jaguar's Le Mans story in large part, as it performed well in 1950's event which convinced Jaguar founder Sir William Lyons that the race was worth pursuing.

It also had considerable success rallying. In Ian Appleyard's hands with wife Patricia – Sir William's daughter – co-driving it took two RAC Rally wins, two Alpine Rally victories and one in the Tulip Rally.

The car's breadth was extraordinary: it also performed well at the Mille Miglia, Targa Florio, won car races on either side of the Atlantic, set various high-speed marks, and even became the first foreign-built car to win in NASCAR's top class.

2 Jaguar C-type
The Jaguar C-type started Jaguar's Le Mans legend, taking its first two wins in the famous race, in 1951 and '53.

The 1953 win, wherein Duncan Hamilton and Tony Rolt prevailed after a thrilling battle with Ferrari, charted new territory. It was the first Le Mans win with an average speed of over 100mph, and also owed much to a grand technological stride: the car's

disc brakes, which did not have to be nursed like the drum brakes their rivals used to last the distance. Just like all good technological strides, disc brakes quickly became de rigueur.

Adding to the legend, there's the – likely apocryphal – story that the driver pair had been up all of the night before the race drinking as they thought the car would be kicked out on a technicality.



3 Jaguar D-type
The iconic Jaguar D-type has it all: it was as successful as it was elegant as it was revolutionary. Which is to say, it had lots on all three counts. Appropriately for a Jaguar too, it even had a feline look.

The ground-breaking car drew heavily on aircraft technology and introduced a magnesium alloy monocoque, with its engine welded in, rather than a conventional tubular steel spaceframe. And – most noticeably – it benefited from sleek windtunnel-honed aerodynamics.

The car won Le Mans three times from 1955 to '57 (the first was, of course, bittersweet) as well as multiple other victories



around the world. Jaguar withdrew from motorsport at the end of 1956 but still in 1957's Le Mans the car in private hands took five of the top six finishing places.

4 Jaguar XJ12C
Polls such as this one don't come with criteria. Which may be just as well for this entry. On results the Jaguar XJ12C was an undoubted failure. But what a glorious failure.

The giant V12-engined machine was as striking looking as it was glorious sounding. It was prepared by Ralph Broad's Broadspeed team to beat the likes of the BMW 3.0L CSL in the European Touring Car Championship.

And on its mid-1976 debut, at Silverstone's ETCC round, it immediately bagged pole almost two seconds under the best Bimmer. But its in-race problems there were a portent.



Throughout the 1977 campaign it took pole routinely only for something to stop it on race day, be it chewing tyres, oil surges or another malady. The project was canned, creating a conspicuous what-might-have-been tale.

Photos: Motorsport Images

RACING JAGUAR

5 Jaguar XJ-S

By the early 1980s Jaguar's Le Mans success was a long time ago; its mid-1970s Broadspeed tin-top venture we've mentioned. But the marque was about to march back to international motorsport eminence, with the start of its inimitable partnership with Tom Walkinshaw Racing.

Walkinshaw, adopting his rugged and uncompromising approach both in his driving and team boss duties, entered a

V12-powered Jaguar XJ-S into the Group A European Touring Car Championship. The grunty TWR XJ-S was immediately a factor and the effort grew in strength as Walkinshaw sought the ultimate prize. In 1982 Jaguar got four race wins; in '83 it took five.

And in '84 Walkinshaw, the XJ-S now bedecked in full British Racing Green, at last got the drivers' title as well as won that year's prestigious Spa 24-hours.



6 Jaguar XJR-9

For much of the 1980s sportscar racing, and Le Mans, meant Porsche. That was until the Tom Walkinshaw Racing-Jaguar partnership arrived. Introduced to the World Sportscar Championship in mid-1985, the Tony Southgate-penned XJR series progressed consistently and in 1987, by now in famous Silk Cut colours, claimed the World Sportscar title. Then the XJR-9 came in for 1988 and immediately

took Daytona 24-hour victory.

But it was all a prelude to the main act: its heady and scintillating triumph in 1988's Le Mans, beating Porsche by less than a lap. It was Jaguar's first Le Mans win since 1957 and the first for anything other than a Porsche since 1980.

And this was one of six race wins the car took in winning that year's World Sportscar title double, defeating an equally formidable opponent in Sauber-Mercedes.

7 Jaguar XJR-15

The Jaguar XJR-9's legacy didn't end with its on-track success. The car, with Tom Walkinshaw's prompting, fed directly into Jaguar's supercar direction, resulting in the ground-breaking XJR-15 that used much of the same design, technology and largely the same engine

as the successful racer. Only 53 were made; the total was split roughly 50/50 between race car and road spec. One was yours for a cool £500,000.

And it got its own one-make race series, and a memorable one. In 1991 the Jaguar Intercontinental Challenge provided support races at three

prestige Formula 1 events: Monaco, Silverstone and Spa. There weren't points, but there were ingenious incentives, not least \$1million for winning the concluding Spa race (which was claimed by Armin Hahne). Little wonder the series attracted big names such as Derek Warwick and David Brabham.



8 Jaguar XJR-11

Tom Walkinshaw concluded that even after the Jaguar XJR-9's conquering 1988, its seven-litre V12 engine was losing competitiveness and a compact turbocharged unit was the way to go.

The resultant Tony Southgate-penned XJR-11 only got one World

Sportscar Championship win, at Silverstone in 1990, but was a better car than the results indicated. It took pole on its debut, at Brands Hatch in mid-1989, and was fast, particularly in Ross Brawn-tweaked 1990 form even up against the classic Mercedes C11.

But initially poor fuel consumption,

then poor reliability, denied it better results. Then in late 1990 the team shifted its resources towards creating the radical successor XJR-14.

The XJR-11 gets Brownie points too as its engine was developed out of that of the evocative Group B Metro 6R4 unit.



9 Jaguar XJR-14

There are few cars that can be said to move a formula forward, leaving all rivals gasping. The Jaguar XJR-14 is one such car.

Group C's mammoth fuel-restricted machines were (controversially) replaced with a 3.5-litre engine formula

for 1991. And for Jaguar no less a figure than Ross Brawn, jumping from Formula 1, created the new XJR-14. It was an F1 car with bodywork, with stunning downforce.

On its Suzuka season-opener debut, in qualifying it was no less than 2.5 seconds clear of

the rest; by Monza's round two the margin grew to 4.3s. Martin Brundle's Silverstone drive to third after a 10-minute delay is the stuff of legend.

Even with a small budget and almost no development, the XJR-14 took the drivers' and teams' World titles.

10 Jaguar R4

Formula 1 proved a tougher assignment for Jaguar, with an early-2000s effort that was quintessential in bloated car manufacturer folly (we can also debate the extent that it was a Jaguar, rather than mere Jag branding of a works Ford entry).

But come 2003 a slimmed-down squad rose to respectability with a young and hungry Mark Webber at the wheel. He was a regular contender near the front, particularly on Saturdays. In Brazil he genuinely fought for pole, missing out by just 0.044 seconds, while in Hungary he started third and ran second through the opening stint.



Races were, relatively speaking, harder but still its 18-point season was the team's clear high-tide watermark.

Twelve months later the squad was sold to a fizzy drinks company called Red Bull, and became an F1 juggernaut.

FEATURE

JEFF ALLAM

RACING AT THE TOP LEVEL WAS A PRIVILEGE

Matt James puts the readers' questions to one of the kings of tin-top racing



Poacher turned gamekeeper: Allam

Jeff Allam never won the British Touring Car Championship and that still stings him. The winner of 16 BTCC races and the kingpin of Tom Walkinshaw's European Touring Car fiefdom, Allam was at the very forefront on tin-top racing in the 1980s and 1990s.

He dallied with sportscar racing – and briefly single-seaters, as you will discover here – but knew that his heart was in tin-top racing. And he raced at the greatest tracks with some astounding team-mates.

The modern generation might remember Allam as being the foil to John Cleland's glory days with Vauxhall in the two-litre BTCC days, but the Epsom car dealer was so much more than that.

He took some time out of his very busy motorsport schedule to tackle the MN readers' questions, and his answers are fascinating.

Question: What fired the interest in motorsport for you?

Damien Doherty

Via email

Jeff Allam: "There was a little kart track that I cut my teeth on at Surbiton in south-west London. It was just a rent-a-kart place but eventually my dad brought me my own kart through a friend.

"I wouldn't say I followed racing religiously, but dad had two young lads working in his garage – they were doing the petrol pumps – and they were into motorsport and they offered to take me when they would go off to Brands Hatch of Silverstone. They loved touring cars and it was the Wiggins Teape-sponsored series then. I remember seeing all these Chevrolet Camaros and lovely old BMWs. I fell in love with it and I was always a touring car man. Being in the car trade we all loved our tin-tops and I never ever thought about going down the single-seater route, ever."

MN: So, when did you finish karting and take up racing?

JA: "When I was late 17 years old. We built up a Vauxhall Viva HB from a fairly standard car and eventually we got it faster and faster. I was doing Modified Saloons and I was up against the likes of Nick Whiting and Gerry Marshall within my first season of motor racing."

Question: How much fun was Production Saloons?

Jack Crowther

Via email

JA: "You had to be on top of your game straight away. I had a Vauxhall Firenza [in the mid-1970s] and a Magnum for Production Saloons. The racing was so close and you had all these different classes of cars.

"It was brilliant: there were all sorts of weird and wonderful cars from all kinds

of different manufacturers. We had massive grids and the competitiveness was off the scale. I didn't manage to win a title, but I had a couple of near misses."

Question: Did Jeff ever want to try single-seaters?

Oliver Whyte
Via email

MN: You drove a March 793 in 1980 in a British F3 one-off at Thruxton. That came about through Dave Price, who was running his F3 team and you in a Rover in the British Saloon Car Championship.

JA: "My brother-in-law was John Bracey, who was a partner with Dave Price, so they set up this deal where I could drive one of their Marches at Thruxton.

"It was a tough thing to do to jump straight into one of those cars and I was sharing the grid with drivers like Stefan Johansson and we were at one of the fastest tracks on the calendar, so it was never going to be an easy ride."

MN: Did it come about just because you fancied having a go?

JA: "It was just intriguing to see what it was like. At the time I had a car rental company and they'd put a big Hertz sticker on the front of it to take the piss out of me! I didn't have new tyres, the engine was knackered and the chassis was virtually two years old at the time. But despite all that, I didn't come last. I was determined, after that, to always have a roof over my head."

MN: And through your association with Dave Price, you also became friends with the soon-to-be World champion Alan Jones.

JA: "They had got Alan to come and drive the Rover in a race one weekend. It was all to do with a tie-up with British Leyland, which was sponsoring Jones's Williams F1 car. We did a non-championship race together in the Rovers and he had a four-litre car and I had a 3.5-litre one and it was at Donington Park on the long circuit. I still managed to beat him though, and he wasn't very happy – he got out and called the car a piece of shite... it was just a great weekend to race against someone of that calibre and I was pleased to beat him.

"I got to know him really well and when I went down to Australia for various races I used to go and stay with him and he would take me out on his boat. He was a really nice guy and he would look after me really nicely. He was a fast-talking, fast-living, fast-dealing bloke.

"I remember going out on his boat once with Steve Soper and the sea was really rough. The boat crashed down on a big wave and this huge glass door smashed to smithereens. Glass everywhere. We were living on the edge that afternoon."

Question: What was your relationship like with Tom Walkinshaw? He could be quite fiery...

Russell Scobbie
Via email

JA: "He was, but if you understood Tom and the way Tom was and how he operated, you just did as you were told. We were lucky that he chose a few touring car drivers and he was incredibly loyal to them. Whatever he was going to do, you were part of the plans and I was lucky that he took me with him all the way.

continued on page 22

"Tom was easy to deal with - we just did what he told us..."

Jeff Allam



Allam on the outside of the front row at Silverstone in 1979



The TWR partnership was a fruitful one

Photos: Motorsport Images, mcklein-imagedatabase.com

FEATURE



Allam enjoyed sharing the Rover with Armin Hahne

“There was Win Percy, Armin Hahne and myself. He trusted us and we kept our mouths shut about everything. He gave me the opportunity to travel the world. People would say that if you wanted a box of paperclips from the TWR stationary cupboard, you would have to get Tom’s permission. He was across all aspects of the business. He was a workaholic – he would be in the office before anyone else and he would be the last person to leave at night.”

MN: When Tom took over the Rover deal during 1980 [from Dave Price] was that a bit of a shock for you? You’d just established yourself as a works driver, after all...

JA: “I just went with the flow. It couldn’t have been any worse, really. Dave Price wasn’t really getting on with running the touring cars. It was a pig of a car and Tom saw the opportunity with British Leyland. He got them to pay quite a bit of money.

“When Pricey was running the cars, they were just standard 3.5-litre cars but Tom got all the Vitesse bits homologated – he was all over that – and the performance improved straight away. Tom read the rule book very carefully – which is something he was famous for – and he made the most of them.

“Tom’s car had the twin plenum chambers on it, it had fuel injection, it had uprated everything and it even had a wing on the back and a front spoiler. It made the car a better package.

“You have to remember we were racing it against the two-door coupe BMW 635 which had a strong racing pedigree, so it took something special for the Rover to go up against it and match it.”

Question: Which was the tougher track

to drive: the old Brno or Bathurst? Chris Phillips Via Twitter

JA: “Brno, definitely, 100%. That was *some* circuit. It was a scary, dangerous place. I have fond memories of it though. I remember driving down the start-finish line and you go through this little village where there was a kink. Tom, who was in the Bastos Rover, said he thought he could take the kink flat, which it really wasn’t.

“There was a whole group of us who, when we had finished our practice and testing, went down to this kink to watch Tom on his flying lap. He had a lift! When we all went out for dinner that night, he had to confess – and cue much ribbing of him after that.

“I remember going flat-out on one of the main straights, really honking on, and I was coming down to this sharp right-hand corner. This Volvo, which had been following me, came barrel-rolling past me as he had clearly got his braking very wrong. I looked out of the drivers’ door window and there was this Swedish car shedding bits and catching fire...

“Racing at Brno was also the first time I met [Australian touring car legend] Peter Brock. He had been touring around Europe and decided to drop into the pits and see what was going on with the Rovers on the touring car scene.”

Question: Why did you only have one go at Le Mans [for Mazda in 1983]? Abi Crowther

Via email

MN: You raced a lot of sportscars: a Mazda at Le Mans, the Porsche 924 IMSA GTO machine with Richard Lloyd, the EMKA Aston Martin and a BMW M1 with Steve O’Rourke.

JA: “I went to Le Mans with the Porsche

924 in 1982 with Richard Lloyd and Andy Rouse but I never got to race it because the gearbox blew up in the first stint so I never got in. Richard was so particular about his cars that the Porsche even had carpets inside it – it is the only race car I have ever been in with that luxury touch. It was always immaculate.

“Through that, I got to know Chris Craft. The first car I was due to drive at Le Mans was the [Craft-run] Dome and that was a scary monster of a car. I went out there and signed on and did everything I needed to do. The car was awful and would wander around on the straights – and take into account that this was with the old Mulsanne Straight. I said to myself that I didn’t need to put myself through that.”

MN: Did you never see yourself having a future in sportscar racing then?

JA: “I had put my toe in the water with sportscars, but touring cars was really my bread and butter. Unless you were in one of the top Porsche 956s or a works Lancia in sportscars, then it would be very hard to make an impact at Le Mans. The EMKA Aston Martin was built in Godalming in Surrey. It was all funded by Steve O’Rourke and it was a lovely car, but I had to bring money to that drive – which all of a sudden made it less appealing...

“I also drove a BMW M1 at Silverstone with Steve O’Rourke in 1982. I was due to drive something else, but Chris Craft did a deal to get himself into the EMKA car and I swapped to the M1.”

Question: What were the early TVR Tuscan like? Were they scary? Matt James

Motorsport News

JA: “The very first TVR Tuscan I drove was the scariest ever! It was the prototype Tuscan Challenge car for the championship and it was at Oulton Park.

Peter Wheeler put the car together and it was a flipping monster. It went like a rocket. I did all the testing with that and we put the package together so the car could be mass-produced, along with an engineer called Richard Potter.

“I had a great year with that car and we went on to win races and, eventually, the championship.”

Question: You had a great partnership with John Cleland and it was brilliant to watch in 1991-1994. How disappointing was it not to be racing what turned out to be a title-winning car in 1995? Neil Wooding

Via Twitter

JA: “I had changed from BMW and when I went to Vauxhall and I remember following Will Hoy around at one of the first races and he was driving the very same Vic Lee Racing M3 that I had been driving the year before...

“The two-litre formula was difficult. It was touring cars, and I wanted to be there like everyone wants to be there today, but it didn’t really suit my style of driving if I am being honest. I was better equipped to deal with the long-distance events that I had been used to in the European Touring Car Championship. I had a long-distance brain from things like the Spa 24 Hours, Bathurst and the ETCC. I wasn’t aggressive enough for the cut-and-thrust of the BTCC in that era.

“When I look back on it now, I was a number two driver to John Cleland, there was no doubt about it, but I did have a mechanic who I used to take to every race so I knew immediately if there were bits going on John’s car that weren’t going on mine. I had that in the back of my mind, but the truth is that I was not aggressive enough and I wasn’t in the dogfight at the front when I needed to be.

“John would come in at the end of the race and the brake pads would be worn down to the metal. I would come in and mine were all good to go for another race. I like to think I was just looking after Vauxhall’s budget...”

“It was a great era of racing, don’t get me wrong, and I love to look back on it. There were loads of top-class manufacturers and some top, top drivers in it at the time. I was still able to hold my own amongst them – I was always in the top 10. I wasn’t doing a bad job.”

MN: Neil has asked about the 1995 car, but you did get to race that at Knockhill that season when you were standing in for the injured James Thompson...
JA: “I did, yes. You could tell it was a great car. I got beaten by John in both of the races, which was quite unusual. I always used to go to Knockhill and kick John’s arse, but then he was always finish in front of me at Brands Hatch. That 1995 weekend, all my racing kit was in Australia and I had a helmet that was too small – I was never comfortable in the car. But it was nice to come back and be given that drive – and finish in the points.”

Question: Who was your best and worst team-mate? What was it like driving with Denny Hulme? Ben Lawrence

Via email

JA: “Worst team-mate. I would have to think about that. There was a funny guy who was in the TWR team from Belgium – he came to Tom with some money which Tom quickly snaffled away. He was a disaster and I can’t even remember his name, but we called him Postman Pat.

“The best was undoubtedly John Cleland. We were both of a similar age, both had kids, and we had such a laugh.”

“Racing at Brno was a real eye-opener: it was a scary place”

Jeff Allam



Allam tackled some long-distance racers alongside Richard Lloyd



Sharing the Holden with Tom Walkinshaw in the ETCC in 1987



EMKA Aston Martin was one of Allam's favourites

MN: There is a story about you, John and the physical trainer that Vauxhall employed for you when the BTCC was ramping up in its competitiveness...
JA: "I remember going to Snetterton once and I think John and I finished first and second. On the Friday night, we had had a curry and a few pints and on the Saturday night we had a Chinese and a few pints. Then we locked out the podium, so as far as we were concerned, we didn't need any input."
"I think the fitness bloke ended up buying a 1000cc bells-and-whistles motorbike at the end of that deal between Vauxhall and us! We just told him to go to Vauxhall and tick all the boxes and say that we had been doing all the training we were supposed to be doing, and we would tell our bosses the same. We slipped him a few quid, he still got paid from Vauxhall and no-one was any the wiser."
"We did actually go up there once to the trainers' place. John and I were there in our gym gear – which we had both had to go out and buy because neither of us had any. We did a five-kilometre run and I beat John, then we did a rowing machine and John won that and I was second... we were highly competitive even at that. But both of us were absolutely f**ked by the end of it... that is when we said to the trainer guy that we had had enough and we had to do this deal to get him off our backs..."
"But going back to the question about team-mates, while John was great to have in the team, sharing a car is different and I think my favourite co-driver was Armin Hahne. We were of a similar pace and we both looked after the machinery. We got on well and we produced some good results in the European Touring Car Championship."

MN: Denny Hulme? He wasn't young when you drove with him but a legend, nonetheless...
JA: "We got involved with South Pacific Racing which was run by a guy called Neville Crichton – Crazy Crichton, we called him. They wanted to come over to Europe and run a Rover in 1986. Neville was with Ron Dickson in one car, and Tom said he wanted me to switch from the Bastos car to share the other South Pacific Racing machine."
"Initially, I was a bit miffed because I was in the top car, but Tom explained I would be driving with Denny Hulme and that changed things. I knew he would be good and he would look after the car. Tom slipped me some more money and I got in the car with Denny!"
"Those South Pacific Racing boys really looked after me when I was with Denny. When I would go to a race, I would get to the hire car desk at the airport and I would get a Mercedes while Armin Hahne would get the keys to a Ford Fiesta... We were out shopping once and they were looking at some flash watches, and they bought me one. They looked after me – I thought I had made it!"
"Denny was a lovely fella. He became one of the family and he used to stay at my house with me and my wife. He would often come around and wander into my car dealership. Denny would never wear Marks & Spencer clothes or anything like that. He would have red trousers on, a Shell-branded shirt and a Yokohama hat. He was always in the free race gear that had been given to him. He would pop in and ask for me and if I wasn't there, the staff would call me and say 'there is a guy called Denny Hulme here looking for you'... how cool is that? He always liked a freebie and he always used to have a hire car for free from me

continued on page 24



Allam took part in the Jaguar Intercontinental Challenge in 1991



An Indian Summer: with Vauxhall in BTCC, 1993

FEATURE



Friends and team-mates: Allam and Cleland formed strong pairing



Driving the 1995 BTCC Vauxhall Vectra at Knockhill

whenever he would come over to the UK. Anything he could blag he did!

“We won the Tourist Trophy at Silverstone in 1986 and that was real privilege. At the press conference after the race they announced that Denny Hulme and Jeff Allam had won the race. Denny turned around and said, ‘no, it was Jeff Allam and Denny Hulme that won’. We were the last entry on the original TT silverware, and that is special. And, on that trophy, it says Jeff Allam and Denny Hulme. He was such a laidback, generous man.”

Question: Which touring car driver does Jeff respect the most?

James Hilton

Via email

JA: “I really have to think about this. I respect Tom Walkinshaw as a great driver. People know Tom Walkinshaw from Tom Walkinshaw Racing but when he drove a racing car, he was the one to beat. Whatever he was in, bloody hell, he could drive a racing car.”

MN: Do you think that gets overlooked a little bit?

JA: “Absolutely it does. It wasn’t about the rulebook, all stories of cheating and whatever, he was simply a great racing driver. You can ask Win Percy... Tom was fast in a car. You couldn’t beat him.”

Question: How hard was it to be a businessman and a racing driver as the level of the BTCC ramped up in the late 1980s and early 1990s?

Sarah Smitherson

Via email

JA: “It is funny looking back at it. Dave Cook was running the Vauxhalls when I joined them, and he loved testing. I would have to be at Snetterton at 0900hrs on a wet Wednesday. John Cleland used to fly down or drive down sometimes. He would do a day’s testing and then drive home – mental!

“We always seemed to have the wrong tyres on the car – we had Yokohamas

when we should have had Dunlops or vice versa – we were testing the arse out of those Vauxhall Cavaliers. But it was the early days of mobile phones and so it was easy to keep in touch with what was going on back at my dealership. It wasn’t too bad. Business in those days wasn’t quite as intense as it is now and my dad was still around to help out too.”

Question: Do you regret never winning the BTCC outright?

Becky Donaldson

Via email

JA: “Absolutely. Any racing driver involved with the championship would say likewise. 100%. I always respect the touring car champion at the end of the season and that is why. From all the amount of touring car races I did, I think I was close. It just wasn’t a box I ticked, and I would have loved to have been able to tick it.”

Question: What would you say is the best racing car you have driven? And which track would you like to race it on?

Kirsten Searle

Via email

JA: “There are various cars. Obviously, the Rover and the Cavalier are the ones which stand out the most because of what they did for my career.

“I loved driving the Jaguar, the XJS. It was smooth driving, and a real thrill. I clicked with it. You had to take care of it and not be too harsh on it, and you would get the rewards. And also driving the Ford Sierra RS500s with all of its turbo power was special. Doing Bathurst in a Dick Johnson-run car was amazing. What an accolade for any driver to say they have done that.

“In 1990, I was sharing a car with Paul Radisich. And we got on the podium was just amazing. We both loved the car and we should have won that race. Our car was slightly detuned compared to Dick Johnson’s own car. We were about 50bhp down. We were the car that was going to



Cut-and-thrust: Allam was in the heat of the BTCC battles

go the distance, definitely, while Dick’s car was going to be the hare, be the fastest car. It was either going to win or break, and it broke!

“I was out in the car later on in the race and they came on the radio. They told me that at the next stop, Dick was going to get in our car – even though he was never scheduled to drive it. Dick was tall, and they asked me to push the seat back on its rails as far as I could on the way into the pits so Johnson could get in. Johnson had an incredible record of being on the podium and they wanted to keep that record up. I thought f**k that – Paul and I had done all of the work and I didn’t want anyone taking away our glory.

“There was a ratchet thing on the seat adjuster – like the old-fashioned ones. As I slowed down to come into the pits, I put my foot down and bent the lever which adjusted the seat. Dick tried to get in, but he couldn’t alter the seat and he couldn’t fit in it. Eventually, he had to get out of the car and Paul got in and we kept that result to ourselves!

“I finished the race, and on the slowing down lap, I bent the lever back into place with my foot again back to its normal position. The crew looked at the car and there was nothing wrong with it as far as they could see! Paul and I became good friends at the end of it.”

MN: And the second part of that

question is which track would you like to race on again if you could?

JA: “I have driven on a lot of tracks – even the ones in Japan. Suzuka was some track – the Spoon Curve is amazing and there was a bridge and everything. It was a super place. The greatest thrill to conquer and finish was Bathurst. Look at who has tried it: Jason Plato, Yvan Muller, Matt Neal, John Cleland, all of them. They have all had a go because it is on the bucket list.”

Question: If you were in charge, what changes would you make to the modern-day British Touring Car Championship?

Chris Phillips
Via Twitter

JA: “I don’t think it needs to change with God running it. Sorry, I meant Gow... “I watched it, driven in it and been an official in it. I think it is brilliant and I think we have a good season of racing to come this year.

“There are some great drivers. I wouldn’t want to change anything in it apart from the fact I would like to see some more manufacturer-based cars in it. The works cars always produced an edge in the days when I was in it. There were so many great makes in there which you maybe don’t get so much anymore.”



Allam tackling Bathurst in 1994

MN sets the scene: In 2011, Jeff Allam was appointed to the role as Driving Standards Advisor in the British Touring Car Championship, a position he held up to the end of 2020.

Question: Who was the most regular visitor to the [BTCC officials’] TOCA bus?

Barry May
Via email

Question: What was the best driver excuse for BTCC driving standards you’ve ever heard?

Jason Inglis
Via email

JA: “I could publish a book about the excuses I have heard! The first one I would put in there is the simple excuse ‘I can’t remember’. There is no comeback on that until you can produce the in-car video and show them why they are guilty! Tom Chilton was the first one to use that excuse to me. ‘Are you sure that was me, have you got the right person?’ he said. When he saw the video, he had to hold his hands up!”

MN: Who was the most frequent visitor to the officials?

JA: “Put it this way, I almost had Matt Neal and Gordon Shedden on my friends and family phone plan given the amount of times I spoke to them! They were always closely followed by Steve Neal, the then team owner. That would lead to some huge rows, particularly with Alan Gow.”

MN: Do any drivers come in and just hold their hands up and admit guilt? Does that happen?

JA: “There were one or two like that. There are the other ones who will fight tooth-and-nail to tell you it wasn’t their fault and the other guy reversed into them. That happened a lot.

“The one who would *always* argue that it wasn’t him, and would be surprised should you even suggest he might be at fault, and would ask you to take into consideration all sorts including the other driver’s ability to race in the BTCC, was Jason Plato.” ■



Jason Plato (l), drivers standards boss Allam and BTCC head Alan Gow



Allam was invited to take part in the BTCC Masters race in a Seat in 2004

“I didn’t want Dick Johnson to take our glory...”

Jeff Allam

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RACING REPORTS

Photos: Mick Walker

DONINGTON HISTORIC FESTIVAL: MSVR BY PAUL LAWRENCEAPRIL 30-MAY 1

TWO-LITRE THRILLER TOPS THE DONINGTON HISTORIC BATTLES



Hall, Pittard and Thomas battled mightily in U2TC



Winstanley was a winner in Jaguars

The revitalised U2TC series opened in style at Donington with an absorbing hour-long contest as Lotus Cortinas took on the rapid Alfa Romeo of the Banks brothers. Andy Wolfe cut the early pace while Andrew Banks recovered from a slow start and gradually picked his way up the order. Wolfe then handed over to Julian Thomas, who drove a brilliant race on his first experience of a Lotus Cortina and held on at the front for as long as he could. However, David Pittard, in the car started by Rob Hall, was an irresistible

force of nature and Pittard scythed down the inside into Redgate to take the lead. Thomas tried to respond but a big grassy moment at the chicane didn't help his case. Meanwhile, Max Banks was coming ever stronger in the Alfa and Josh Cook was joining the party in the Cortina started by Mike Gardner. That was the order they finished in but it was an exciting final 10 minutes as the battle played out with Thomas holding his own in some rather exalted company and thoroughly enjoying the experience. The combined Woodcote Trophy and Stirling Moss Trophy closed Saturday and

the final result was a first victory for the Lister Jaguar of John Spiers, who had the talents of Chris Ward to bring the car home in the second half. However, the race only ran 45 minutes instead of an hour after the Jaguar C-type of German racer Hans Schneeberger managed to upend itself at the chicane after hitting a pile of tyres, thankfully without harm to the pilot. Tony Wood ran solo in his Lister to lead the chase of the Spiers car, while Will Nuttall drove the doors off the Lotus 15 of Bernardo Hartogs to earn them a place on the overall podium. In the hour-long Jaguar

Classic Challenge marque newcomer Danny Winstanley kept his head while those around him hit various problems and was able to bring his E-type home for an impressive victory. In the early laps, he chased the E-type of Jon Minshaw but when that car retired Winstanley took a lead that he would never lose. Through a mid-race safety car and a prodigious amount of oil going down Winstanley kept his nerve for an impressive victory. The Minshaw E-type suffered a burst silencer before the pitstop and shortly after Phil Keen took over a steering rack mount broke and it was out.

Despite an oil leak from the output shaft seal, the E-type of Gary Pearson and Alex Brundle ran strongly to move up to second but the similar car that Pearson shared with his brother John went out when a brake disc exploded. Gareth Burnett's Alta was the dominant force in the Pre-War Sports race as father-and-son Lukas and Martin Halusa joined him on the podium while the three-hour Pall Mall Cup completed the weekend. From a quality grid, no-one could rival the combined pace of Minshaw and Keen who won in style in Minshaw's E-type, fixed overnight from its problems on Saturday.

| RACE WINNERS | |
|--------------------------------------|--|
| Jaguar Classic Challenge | Danny Winstanley (Jaguar E-type) |
| Sixties Touring Cars with U2TC | David Pittard/Rob Hall (Ford Lotus Cortina) |
| Group C1 | |
| Race 1: | Rob Huff (Spice SE89P) |
| Race 2: | Andrew Bentley (Jaguar XJR8) |
| Woodcote Trophy/Stirling Moss Trophy | John Spiers/Chris Ward (Lister Jaguar Knobbly) |
| Pre-War Sports | Gareth Burnett (Alta Sports) |
| Historic Touring Car Challenge | Ric Wood (Nissan Skyline GT-R) |
| Pall Mall Cup | Jon Minshaw/Phil Keen (Jaguar E-type) |

HISTORIC TOURING CARS



Ric Wood was on fire in the Historic Touring Car race

Wood banks on BTCC advice to claim touring car win

With the advice of regular partner and British Touring Car Championship racer Jake Hill ringing in his ears, Ric Wood never backed off across the 40-minute Historic Touring Car race and romped to a resounding victory in his Nissan Skyline. Though Paul Smith briefly nosed his Ford Sierra RS500

ahead on the opening lap and Simon Garrad's Nissan challenged for a lap or two, Wood always had the race under control and romped to victory by the better part of a minute as only two other cars stayed on the lead lap. Given another lap or two and the hard-charging winner would have lapped the third-

place car of Julian Thomas. Garrad was an early casualty when his engine went off song and so Jonathan Bailey and Andy Middlehurst ran second in their Skyline. After some wonderful early battling among the Ford pack, Thomas completed a great weekend by taking his RS500 to third in a solo drive.

Fourth overall fell to the father-and-son combo of Sean and Dan Brown in their RS500 before Smith and Steve Soper grabbed fifth in Smith's latest ex-Rouse car, which was having its first ever race in Europe. Best of the Tony Dron Trophy runners was the three-litre Ford Capri of Peter and Guy Smith.

GROUP C



Huff's Spice fell sick, but he hung on the top spot

Wounded Huff fends off hunting Jaguar pack

The opening Group C1 race was an absolute stormer, even though for much of the race it looked as though Rob Huff was going to win at a canter in the ex-Paul Newman IMSA Spice. Huff was slow away from pole as David Hart wailed his Lola T92/10 into the lead in the early laps but there was an air of inevitability about the way that Huff hunted Hart down and

eased ahead. Once in front, Huff had the Spice running strongly and built a useful lead. However, the complexion of the race changed in the last quarter when the Spice dropped onto fewer than eight cylinders and Huff's pace inevitably fell away. Meantime, the Silk Cut Jaguars of Andrew Bentley and Phil Keen were closing in steadily as the Spice

continued to run on seven cylinders. The Jaguars hunted Huff relentlessly and Keen was pushing Bentley along as they both closed in on the leader. Into the last couple of laps, the three cars were nose-to-tail in a stunning spectacle, but Huff was able to hold on tenaciously for victory. Ironically, Keen went out on the final lap with a failed

crown wheel and pinion, leaving Bentley to chase the leader over the line. Hart slipped back to what became third in the 3.5-litre F1-engined Lola. With Huff and Keen sidelined for Sunday, it was Bentley vs Hart. And Bentley coped superbly with light mid-race drizzle to see off the Lola. "It sounds like a beast but it's a pussy cat," said Bentley of the XJR8.



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RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: GT WORLD CHALLENGE EUROPE BY DAVID ADDISON

APRIL 30-MAY 1

ROOKIE CREW PUTS FERRARI BACK ON THE TOP IN GT CLASH



Jonathan Palmer hands over trophies



De Pauw and Jean lifted GTWCE spoils



Motorcycle ace Valentio Rossi's Audi was the centre of much of the attention

Ulysse de Pauw and Pierre-Alexander Jean were the stars of the opening GT World Challenge Europe Sprint Cup races at Brands Hatch, held in front of a bumper, Valentino Rossi-supporting crowd.

A pole and two Silver Cup wins were good enough for the AF Corse Ferrari 488 GT3 rookies, but their overall win in race one, the first for a Ferrari since 2015, was impeccable.

De Pauw started after qualifying on pole and led into Paddock Hill Bend as chaos reigned behind. Igor Walilko (Mercedes AMG GT3) went for a gap on the inside line but, as the barriers tapered, so he needed to be away from anything solid. While he avoided the wall, he made contact with the Audis of Benji Goethe and Jean-Baptiste Simmenauer triggering a safety car period.

On the restart, de Pauw bolted clear as Jules Gounon's ASP team Mercedes-AMG GT3 chased, but the Frenchman

would drop to fourth on the pitstop when relayed by Jim Pla, as the left-rear wheel wouldn't seat properly. Gounon was far from pleased as he saw his efforts evaporate.

That elevated Dries Vanthoor (in for Charles Weerts) in WRT's leading Audi R8 LMS to third behind Raffaele Marciello/Timur Bogulavisky (Mercedes-AMG GT3) who also jumped the French duo. Vanthoor relieved Marciello of second at Graham Hill Bend but although he reduced the gap to the Ferrari to less than a second, he could never close enough to attack.

Race two, held in cooler conditions and on a slightly damp track to start, was dominated by Marciello and Boguslavisky. Marciello made a superb start from pole and was mighty on the opening lap on cold tyres. As he pulled away, Patric Niederhauser (Sainteloc Audi R8 LMS) held second from Vanthoor but the pitstops were key to the intra-Audi fight.

The Sainteloc crew turned its

car, now with Aurelien Panis at the wheel, around in 52.3s while WRT put Weerts in the race after just 41.3s in the pitstops. That meant, as the window closed, that Boguslavisky led Weerts with Gounon third as the French blue Audi tumbled to sixth.

Any hopes that WRT had that Weerts would be able to close on the leading Mercedes were soon dashed as Boguslavisky maintained the gap in one of his best drives to date. Instead, Weerts came under attack from Gounon for second, the Frenchman just missing out as they dashed to the line, with Simon Gachet/Christopher Haase (Audi R8 LMS) taking fourth while De Pauw/Jean took a second Silver Cup win in fifth.

For many present, though, there was only on car of interest and it belonged to nine-time MotoGP champion Valentino Rossi. On his first visit to Brands, the Italian hero came home 13th in the opening race but fared better in the second, thanks to the qualifying and

opening stint efforts of Frederic Vervisch. Rossi brought the bright yellow Audi home in eighth place to the delight of his army of fans, most of whom had never been to a car race before.

Results
Race one: 1 Ulysse de Pauw/Pierre-Alexander Jean (Ferrari 488 GT3) 40 laps in 1h01m03.288s (96.06mph) 2 Charles Weerts/Dries Vanthoor (Audi R8 LMS) +1.290s; 3 Timur

Boguslavisky/Raffaele Marciello (Mercedes AMG GT3); 4 Jules Gounon/Jim Pla (Mercedes AMG GT3); 5 Aurelien Panis/Patric Niederhauser (Audi R8 LMS); 6 Mattia Drudi/Luca Ghiotto (Audi R8 LMS); 7 Simon Gachet/Christopher Haase (Audi R8 LMS); 8 Thomas Drouet/Caspar Stevenson (Mercedes AMG GT3); 9 Pieter Schothorst/Dennis Marschall (Audi R8 LMS); 10 Nicolas Scholl/Alex Aka (Audi R8 LMS). **Fastest lap:** Marciello 1m22.557s (106.06mph). **Pole:** de Pauw 1m 21.770s. **Class winners:** de Pauw/Jean; Weerts/Vanthoor; Hugo Delacour/Ceric

Sbriazzuoli (Ferrari 488 GT3). **Race two:** 1 Boguslavisky/Marciello 42 laps in 1h00m48.517s (103.27mph); 2 Weerts/Vanthoor +6.557s; 3 Gounon/Pla; 4 Gachet/Haase; 5 de Pauw/Jean; 6 Panis/Niederhauser; 7 Drudi/Ghiotto; 8 Valentino Rossi/Frederic Vervisch (Audi R8 LMS); 9 Scholl/Aka; 10 Oli Wilkinson/Rob Bell. **Fastest lap:** Marciello 1m22.901s (105.63mph). **Pole:** Marciello 1m21.370s (107.62mph). **Class winners:** Boguslavisky/Marciello, de Pauw/Jean; Patrick Krupinski/Christian Klien (McLaren 720S).

SUPPORTS

Four winners populate the GT Cup podium at Brands



Steve Burgess took the opening GT Cup round

Two different McLarens, a Lamborghini and a Radical provided a varied list of winners in the home-grown GT Cup championship when it supported the GT World GT Challenge Europe.

A solo-driver sprint race on each day gave victories to Steve Burgess (Radical RXC) and Morgan Tillbrook's McLaren. Saturday's longer pitstop contest went easily to the Simon Orange/Michael O'Brien McLaren after several others, including Marcus Clutton in Tillbrook's car, suffered drivethrough penalties. Clutton retained second, and another McLaren shared by Ian Campbell and Oli Webb finished third.

Changing weather conditions were an important factor in Sunday's pitstop race. Orange and Tillbrook were in a class of their own early on but had to stop for

slicks and John Dhillon's Lamborghini took over the lead. He was lucky to be there after a first-lap mistake sent him through the gravel trap at Clark Curve. He made the most of his second chance and handed over to Andrea Amici for victory by more than half a minute.

Lucky Khera (Ferrari) faltered on Saturday while chasing GTC honours, and inherited second in race two when quicker cars made their tyre stops. He finished third with co-driver David McDonald behind the recovering Clutton. The Saturday race winning Radical stopped with electrical problems.

Two Porsche Club Championship races were cut to one when their first appearance only lasted to lap three when Vikram Sudera rolled his Boxster at Paddock. Pete Morris was

leading Kevin Harrison at the time, but a tight programme left no space for a rerun.

Harrison has a reputation as a quick starter, and he was in charge of race two from the first corner, Morris chasing in vain. Team-mates James and Bill Caley were third and fourth, but a disappointing fixture for the Porsche squad ended early with a car off at Surtees.

Four outings by the 7 Race Series produced two double winners. Phil Jenkins triumphed in the 420R class but had Anthony Barnes in close company throughout. An early chequered flag thwarted what looked likely to be a last-lap slipstreaming contest in their first race.

Races for the less numerous 1600 class were more entertaining. Gary Smith survived

RACE WINNERS

GT Cup Championship
Race 1: Steve Burgess (Radical RXC); Race 2: Simon Orange/Michael O'Brien (McLaren 720S GT3); Race 3: Morgan Tillbrook (McLaren 720S GT3); Race 4: John Dhillon/Andrea Amici (Lamborghini Huracan GT3)

Porsche Club Championship
Kevin Harrison (996 C2)

7 Race Series – 420R class
Races 1 & 2: Phil Jenkins

1600 class
Races 1 & 2: Gary Smith

a brief gravel trap visit to win the first encounter, and even starting ninth on a part-reversed second race grid wasn't going to keep him from the top of the podium.

Brian Phillips

RACING REPORTS

Photos: Steve Jones

SILVERSTONE: 750MC BY STEFAN MACKLEY APRIL 30-MAY 1



Land took a brace of wins in the Locost category



Scott Austin was twice on top in Alfa

HOPE AND GLORY FOR LAND IN LOCOST

Craig Land opened his Locost Championship account with two wins as the margin of victory differed significantly for both. The polesitter battled among a group of 11 cars in the opener and snatched victory on the line from Martin West by just 0.02 seconds. He had an easier time in the sequel, cruising to a seven-second win as David Martin battled to be best of the rest. Thomas Gadd signalled his intention to claim the F1000 crown with two wins on Sunday. He took the lead from series debutant Matthew Higginson in the partially reversed-grid race just after the midway point from starting

ninth and was never headed in the final race from pole. Matthew Booth won Saturday's opener after getting the better of poleman Dan Gore into Brooklands, as Gadd did the same at Copse for second. Reigning Toyota MR2 champion Aaron Cooke was in a class of his own as he dominated both races aboard his Roadster, while Donington Park double victor Shaun Traynor could only salvage a best result of seventh. Scott Austin managed the reliability of his Alfa Romeo 156 to claim a brace of Alfa wins from champion Tom Hill (Alfa Romeo GT), as reigning champion Barry McMahon was absent from

the opening round. Matthew Weymouth (BMW E36 M3) inherited Roadsports victory after long-time leader John Munro was disqualified with just 10 minutes remaining as his Lotus Elise S2 was deemed to be producing too much noise. Peter Bove guided his Darvi 88 Pto both 750 Formula wins, the reigning champion overcoming Oliver Collett both times – the second after his rival spun from the lead at Brooklands. Poor starts from Owain Rosser threw away any realistic chance of claiming a maiden win in the Clio Sport Championship, as Andrew Harding doubled up for his first

car racing victories. Rosser recovered to second in the opener after initially dropping to seventh. He then put Harding under race-long pressure in Sunday's race as newer 197 models finished in the top four places. A slide on oil at Brooklands on lap two dropped Ryan Polley behind the similar Honda Civic Type R of Philip Wright in the opening Hot Hatch race, but he made no mistake in the sequel as Wright chased home. Despite contact with Scott Ward into Brooklands, Lee Scott's similar Ford Fiesta XR2i came out on top in the first Classic Stock Hatch race. He made an early break in race

two as Ward battled with Pete Morgan for the runner-up spot. With Croft hat-trick winner Ben Short not in action, Ben Abbitt took the opening win in the MX-5 Cup by 0.12s from George King but roles were reversed in race two by a margin of just 0.01s. A mid-race safety car gave Adam Dewis (Vauxhall Astra) the chance to usurp leader Simon Wing (Peugeot 205 GTI) in the first Armed Forces Race Challenge, with a neat switchback through Brooklands and into Luffield. Wing was already well clear in race two when pursuers John Copley (Seat Ibiza Cupra) and Dewis retired with mechanical issues.

| RACE WINNERS | |
|---|--|
| Locost Races 1 & 2: Craig Land | Clio Sport Races 1 & 2: Andrew Harding (Renault Clio 197) |
| F1000 Race 1: Matthew Booth; Races 2 & 3: Thomas Gadd | Hot Hatch Race 1: Philip Wright (Honda Civic Type R); Race 2: Ryan Polley (Honda Civic Type R) |
| Toyota MR2 Races 1 & 2: Aaron Cooke (Toyota MR2 Roadster) | Classic Stock Hatch Races 1 & 2: Lee Scott (Ford Fiesta XR2i) |
| Alfa Romeo Races 1 & 2: Scott Austin (Alfa Romeo 156) | MX-5 Cup Race 1: Ben Abbitt; Race 2: George King |
| Roadsports Matthew Weymouth (BMW E36 M3) | Armed Forces Race Challenge Race 1: Adam Dewis (Vauxhall Astra); Race 2: Simon Wing (Peugeot 205 GTI) |
| 750 Formula Races 1 & 2: Peter Bove (Darvi 88 P) | |

CRAIGANTLET: BRITISH HILLCLIMB CHAMPIONSHIP BY WILLIAM NEILL APRIL 30

MENZIES SETS OUT HIS STALL FOR TITLE

Photo: William Neill

Wallace Menzies now sits two points behind joint championship leaders Scott Moran and Alex Summers after a set of wins on Belfast's road-closed course at the weekend. Menzies, who took his second crown in 2021 when the Ulster event was the penultimate venue, was fastest on each section of the round-three run-offs. The Scot drifted his Gould out of Hadley for a sharp run and brushed the third part of the crossroad chicane to lead by 0.23 seconds before the fast Belmont Road section. DJ Firestorm-mounted Summers would outdo Moran over the distance to finish second and fastest at the speed trap with the Indycar- engined car recording 117mph between the hedge-lined hill. Rain continued into round four and Moran was fastest off the line in his Gould

GR59J, a very tight line on the third corner proved costly with Menzies faster by the next timing beam to go from winning in the morning by 0.60s to 0.76s – still marginal on the 1460-yard test. It is a confident booster now though for the Avon-tyred runner, following set-up struggles at the opening rounds. Moran improved to second to keep the championship position at the top just as it was leaving Prescott the weekend before. David Uren, in a GR55B-spec Gould, slipped back from last year with fourth and fifth times, swapping places with Trevor Willis's OMS 28, which proved faster off the line. Uren was quicker over the majority of the hill all for the last section of the final run. Matthew Ryder continued to learn a Gould GR59J in

his first season in the bigger cars with two sixth-place finishes, taking 0.69s off his previous time on the last run. Richard Spedding and David Warburton followed on both occasions with the latter sliding out of Hadley on the first occasion and brakes momentarily locking into the all-important chicane. Paul Hamies, Gould GR59, added two points to his total on the first of the run-offs and Lee Griffiths' OMS 28 went better to score twice to add three points. Nicola Menzies' visit scored her first point of the campaign. Stourbridge's Will Hall, in a new for 2022 car, could have been a contender only for an ECU warning forcing limp mode – he now sits as far back at 10th in the points tally with no scores at Craigantlet.

Also a round of the Northern Ireland series. County Antrim's Tim Woodside in a Pilbeam MP82 was fastest ahead of Croft winner and GTR Turbo owner Graham Thompson. Robert Dwane, who represented Ireland at the FIA Hillclimb Masters, was down a spot from 2021 to third. Results Organiser: Ulster Automobile Club When: April 30 Where: Craigantlet Starters: 86. Round 3: 1 Wallace Menzies (Gould GR59M) 43.07s; 2 Alex Summers (DJ Firestorm) 43.63s; 3 Scott Moran (Gould GR59J) 43.98s; 4 David Uren (Gould GR55B) 44.93s; 5 Trevor Willis (OMS 28) 45.64s; 6 Matthew Ryder (Gould GR59J) 46.93s; 7 Richard Spedding (GWR Raptor 2) 47.35s; 8 David Warburton (Gould GR59) 47.74s; 9 Paul Hamies (Gould GR59) 48.01s; 10 Lee Griffiths (OMS 28) 48.80s. Round 4: 1 Menzies 42.20s; 2 Moran 42.96s; 3 Summers 43.45s; 4 Willis 45.47s; 5 Uren 45.52s; 6 Ryder 46.24s; 7 Spedding 47.50s; 8 Warburton 48.16s; 9 Griffiths 48.36s; 10 Nicola Menzies 48.69s. Points (after 4/30 rounds): 1 Moran and Summers 36; 3 Menzies 34; 4 Willis 28; 5 Ryder 24; 6 Uren 23.



Wallace Menzies topped both runs on Northern Irish course

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World title battler says he must stamp out errors to maintain Ferrari's grip on the points lead

LECLERC'S PAIN AS MAX WINS AT IMOLA



Verstappen flew to victory in Emilia Romagna GP



Leclerc was left very frustrated

By Matt James

Formula 1 points leader Charles Leclerc has promised to stamp out any further errors after a spin in the Emilia Romagna race dropped him out of a podium position as main rival Max Verstappen stroled to victory. Red Bull's Verstappen dominated the race at Imola, but Leclerc was in a strong third place until a spin with 10 laps to go forced him into the pits with a damaged front wing. Although he recovered for sixth place after repairs, the Ferrari ace admonished himself for the mistake. The Monegasque racer said: "Third place was the best I could do; we didn't have the pace for much more. And I was too greedy, and I paid the price for it and lost seven potential points, compared to my third place I was before, so it's a shame. "It's seven points that are valuable at the end of the championship for sure. And this shouldn't happen again." Verstappen led home team-mate Sergio Perez in a 1-2 for Red Bull, while Ferrari's pain was compounded by a lap-one accident for Carlos Sainz. Meanwhile, it was another miserable race for Mercedes racer Lewis Hamilton, who could only manage 13th spot. Full report: page 4



WRC ACTION

ROVANPERA SNATCHES LAST-GASP VICTORY

Toyota Yaris man prevails on Rally Croatia p16



REPORT

INGRAM SEES IN THE NEW BTCC ERA

Hybrid action blasts into life at Donington p18



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COLUMNIST

ALEX DUNNE



The 16-year-old Dubliner talks about blitzing British F4 on his debut at Donington

Photos: Jakob Ebrey



Dunne loved British F4 bow



Dunne (c) took two wins and a second on debut

My deal to race in the recent British Formula 4 season opener at Donington Park with the Hitech Grand Prix team came about as I did the five weeks in UAE F4 earlier this year with Hitech. I worked really well with the team and then they asked us to come and do the British championship.

I came out of my first British F4 round at Donington with a championship lead of 37 points after taking two wins and a second place from the three races. Our current British F4 deal is for the Donington round only; I'd definitely love to do some more so we're working on that.

I didn't have a lot of experience before the Donington race weekend but I've always felt quite comfortable with learning new tracks so it wasn't too much of a problem for me. I'd done a little bit of pre-season testing with Hitech in the UK and that went really well so I felt comfortable with the team.

Especially coming from a really high level in karting, it's always been really important to try

and adapt to new things very quickly so I've felt pretty confident in having to jump into something new and try and learn it quickly.

If we do the rest of the British F4 season, with how round one went the only goal is to win the championship. I'm also racing in Italian F4 this year and with it being my second year in F4 that will be the goal to try and win over there as well.

Last year, my first year in cars, I raced in Spanish F4 and ADAC F4, and after I raced in ADAC F4 Oliver Oakes from Hitech contacted us about possibly coming to do some of the rounds in UAE with him. We said yes as it's basically a really really good pre-season.

My two Donington wins were lights-to-flag victories, so I knew that both of those races starting on the front row it was about just staying calm and getting my head down and trying to build a gap.

And then in race two I started ninth for the reversed-grid race, and a reversed-grid race is always a bit tricky, it's always about just keeping your nose clean and trying to maximise the points you can get.

I ended up finishing second which was a really really good result especially because in

the reversed-grid races you get points for every overtake you make. It also was definitely one of the more fun races I've had in F4; it felt like a karting race again where everybody was bunched up and really pressed together and it provided some really good racing.

Doing British F4 is incredible. In most of the races I've been to there were never that many people there and it felt super cool to see so many people around the track at Donington. Also you're on live television, so as a driver there's a lot of coverage you can get from racing here.

My dad, Noel Dunne, was a racing driver so I went to all the races watching him; he used to race in the Formula Ford Festival – he won 2006's Kent Festival – and the Walter Hayes Trophy. I really loved the atmosphere of motorsport and I was always around it from a young age. And then he asked me if I wanted to give it a go and so he got me my first kart and brought it to my local kart track and I've loved it ever since.

I started racing karts when I was nine, I did a year in Ireland then two years at the British championship level. After that we did European and World championships at European level and then we decided to make the switch to cars.

The transition was not as hard as I expected. When you first jump into a car everything's different, but I'd like to say that I adapted quite quickly: I only did five days in an F4 car ever before my first race and I qualified on pole at Spa, so I think that's me being able to adapt to new things.

As most racing drivers will say, the ultimate goal I'm working towards is to be a Formula 1 driver, that's what I want to achieve and that's why we're putting all this hard work in. But if for whatever reason that's not possible then I'd like to at least have a professional career in motorsport.

Dunne took pole at Spa on his debut in car racing



"I only did five days in an F4 car ever then qualified on pole at Spa"

FEATURE

THE CRASH HELMET DESIGNS THAT MADE A REAL IMPACT ON FANS



We look over the results of Motorsport News's helmet colour scheme online poll

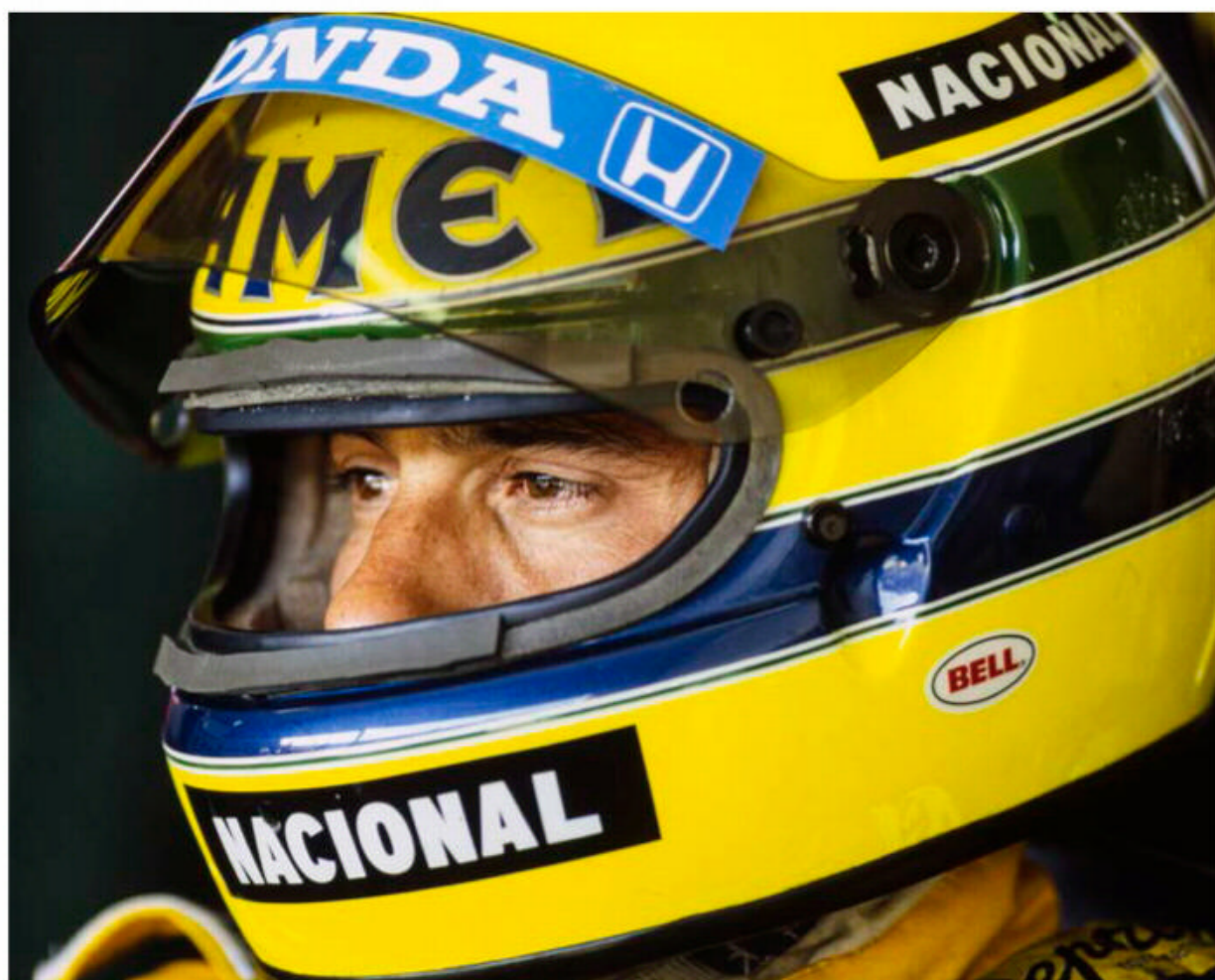
The results are in, and it seems Motorsport News readers like the colour yellow. We tasked our readers with voting for their favourite crash helmet designs of all time, and it is yet another success for Ayrton Senna.

Hot on his heels is Lewis Hamilton, whose own lid was based on the design of the Brazilian, a man he held up as his hero. Graham and Damon Hill's London Rowing Club colours finished in third place.

MN editor Matt James said: "Many thanks to the people who voted and we have some really interesting results – the top four in the rankings are all World champions and three of the five are designs based on the drivers' national flags.

"It is always very difficult to separate the success that a driver enjoyed on track with the popularity of the colours that particular competitor wore, but it is clear that the legacy of Ayrton Senna lives on."

1 Ayrton Senna Result: 27.8%



With more than one-quarter of the votes, the three-time Formula 1 World champion Ayrton Senna romped home to claim the spoils in this poll.

The Brazilian was highly feted before he even arrived in the UK to begin his car racing journey in 1981 but the crash helmet colour scheme had already been set in stone. His original helmet was yellow with a green stripe, but before the karting World championships in 1979, the blue strip was added to create the perfect blend.

It was simple, it stood out and the bright yellow was enough to make sure he got noticed: particularly by the drivers he was chasing down.



Photos: Motorsport Images

2 Lewis Hamilton Result: 16.7%

Lewis Hamilton's crash helmet has been through several different iterations since he first stood on top of the podium as a Formula 1 World champion in 2008.

The demands of sponsors and his own personal preference have led him to change to a much darker design – and he has even used it to promote the causes of equality and inclusion – to his current fluorescent yellow scheme.

But it is the yellow that he wore when he made it to grand prix racing – a design he had used when coming up through the ranks – that is the fans' favourite. It was based on Ayrton Senna's colours with an added flash of red on the side.

3 Damon/Graham Hill Result: 15.3%



In an era when crash helmet design was not something the drivers bothered too much about, Graham Hill's decision to adopt the colours of the London Rowing Club was an inspired one.

Hill had been successful on the water before he took to motorsport, and it was a simple choice for him to use the colours for his lid. It isn't black and white, as some assume, it is dark blue (to represent the water) and white (to represent the oars of the rowing club).

When son Damon took to the circuits on a racing motorbike, it was only natural that he would adopt the colours too and they were then passed on to Damon's son Josh, who raced up to European Formula 3 level in 2013.

4 Nigel Mansell Result: 9.7%



The crowd-favourite Nigel Mansell was adept at whipping up a patriotic furore whenever he raced in the UK, and that was in no small part due to the image of the man. He hustled Red Five around, bristled his moustache and proudly carried the red, white and blue on his crash helmet.

The colours were first used when he was in Formula 3 when he drove the Unipart-backed March team and he carried them all the way to the F1 World championship in 1992 after a raft of near misses. He took the Union design to the United States of America in 1993 when he claimed the Indycar crown too.

5 David Coulthard Result: 9.7%

The Flying Scotsman was very proud of his Twynholm heritage and carried his Scottish national colours onto the race track, right from his very first moments at the wheel of a go kart in 1982.

He used the Saltire design all

the way though the junior single-seater ranks and onto his big break with Williams in 1994. He used the helmet for each of his 13 grand prix victories in a career that stretched to 246 race starts with Williams,

McLaren and Red Bull. It is a design that has inspired several others to carry the national colours, including the likes of Dario Franchitti and British GT title-winner Andrew Kirkaldy. ■



WHAT'S ON

YOUTUBE

Gilles Villeneuve was lost 40 years ago on Sunday, and we pay tribute in this edition of Motorsport News. He is one who could exist in a motorsport dictionary, as he remains the synonym for a raw, pure and whole-hearted competitor. As you'd imagine, YouTube is not short on Villeneuve footage. But for something that captures the unique affection and passion in which Villeneuve is still held, there is a pair of videos by Peter Windsor filmed a decade ago to mark 30 years since Gilles' passing. Windsor and Nigel Roebuck visit a 30th anniversary tribute at Erbe in Italy, and there Villeneuve's Dijon sparring partner Rene Arnoux parades a growling Ferrari T4

from 1979, Arnoux having topped a poll for who should get to drive it. We hear reminiscences from a perma-smiling Arnoux – about Dijon and much else – plus from Mauro Forghieri as well as from Gilles' widow Joann and daughter Melanie. The first video meanwhile has Windsor and Roebuck look back at a dinner the night before in Maranello, where these luminaries and more were in attendance. As Arnoux notes: "For me he was not a driver, Gilles was a very big acrobat." The pair of videos are at: youtube.com/watch?v=HObdnDdGQ2k and youtube.com/watch?v=FRTH3p-2xlo.

Graham Keilloh



Gilles Villeneuve is remembered

TV GUIDE



De Cesaris sure to win for Alfa...oh, hang on...

Sky Sports F1 gets us into the mood for Formula 1's Miami debut this weekend by showing past United States-based grands prix this (Thursday) evening. First there are highlights of the Long Beach race from 1982 at 1930hrs-2015hrs, followed by F1's last Long Beach visit in 1983 at 2015hrs-2130hrs. Then it's F1's final Indianapolis visit from 2007, shown in full at 2200hrs-0000hrs. Sky Sports F1's weekend preview F1 Show sits between the two Friday practice sessions at 2045hrs-2145hrs, while Ted Kravitz's qualifying notebook is at 2245hrs-2315hrs on Saturday and the race one is at 2330hrs-0000hrs on Sunday. Both are also on Sky Sports Main Event.

And given the unusual time differences, Channel 4's F1 highlights are the following morning, with qualifying's best bits shown at 0830hrs-0930hrs early on Sunday and the race highlights at 0030hrs-0200hrs on Monday. W Series' live coverage has switched to Sky for the new season, though Channel 4 still has highlights. Race 1's best is early on Sunday at 0755hrs-0830hrs while race two's highlights are at 0735hrs-0800hrs early on Monday. BT Sport 2 on Tuesday has highlights of the three recent Supercars races from Perth at 1830hrs-1930hrs and 1930hrs-2030hrs, followed by some Formula Regional European highlights at 2030hrs-2100hrs.

Graham Keilloh

LIVE TV

FORMULA 1 MIAMI
Practice 1: Friday, 1900hrs-2045hrs, Sky Sports F1
Practice 2: Friday, 2215hrs-2345hrs, Sky Sports F1, Sky Sports Main Event
Practice 3: Saturday, 1745hrs-1910hrs, Sky Sports F1
Qualifying: Saturday, 2010hrs-2245hrs, Sky Sports F1; 2030hrs-2245hrs, Sky Sports Main Event
Race: Sunday, 1900hrs-2330hrs (start time 2030hrs), Sky Sports F1; 1930hrs-2330hrs, Sky Sports Main Event

WORLD ENDURANCE CHAMPIONSHIP SPA-FRANCORCHAMPS
Race: Saturday, 1130hrs-1830hrs, Eurosport 2

W SERIES MIAMI
Qualifying: Saturday, 1400hrs-1445hrs, Sky Sports F1
Race 1: Saturday, 1910hrs-2010hrs, Sky Sports F1
Race 2: Sunday, 1520hrs-1615hrs, Sky Sports F1. Sky Sports Mix

BRITISH GT SILVERSTONE
Race: Sunday, 1115hrs-1445hrs, Sky Sports F1

NASCAR DARLINGTON
Race: Sunday, 2000hrs-0030hrs, Premier Sports 1

WHAT'S ON

RALLYING SUNDAY
■ Compbrake Stages (Three Sisters) Wigan and District Motor Club (spectators admitted) wiganmotorclub.org.uk

RACING FRIDAY-SATURDAY
■ Oulton Park International, Cheshire
Ferrari Corsa Clienti: Ferrari Challenge, Ferrari Classic Starts Friday, racing from 1455hrs (qualifying from 0900hrs) Saturday, racing from 0930hrs
Admission adult £14, under 13 free Web msv.com
Contact 0344 225 4422

SATURDAY
■ Cadwell Park, Lincs
MSVR meeting: EnduroKa 6-hours Starts racing from 1110hrs (qualifying from 0900hrs)
Admission adult £14, under 13 free Web msv.com
Contact 0344 225 4422

SATURDAY-SUNDAY
■ Silverstone GP, Northants
British GT meeting:

British GT, GB3, GB4, Ginetta GT5, Porsche Sprint, Ginetta GT Academy Starts Saturday, racing from 1345hrs (qualifying from 0900hrs) Sunday, racing from 0930hrs (warm-up from 0900hrs)
Admission £24 Web silverstone.co.uk
Tickets online only
■ Pembrey, S Wales
Truck meeting: Trucks, Minis, Pickups, Legends, Max5, Welsh Sports/ Saloons Starts Saturday, racing from 1105hrs (qualifying from 0900hrs) Sunday, racing from 0945hrs (qualifying from 0900hrs)
Admission adult £20, under 13 free Web pembreycircuit.co.uk

SUNDAY
■ Cadwell Park, Lincs
MGCC meeting: Morgans, MG Trophy, MG Metro, Midget and Sprite, MG Cup, Cockshoot Cup Starts racing from 1130hrs (qualifying from 0900hrs)
Admission adult £14, under 13 free Web msv.com

Contact 0344 225 4422

■ Knockhill, Fife
SMRC meeting: C1 Cup, Fiesta ST, Modified Fords, Super Touring, Classic Sports and Saloons, Mini Cooper Starts racing from 1040hrs (qualifying from 0830hrs)
Admission adult £16, Web knockhill.com

SPORTING SCENE SATURDAY-SUNDAY
■ Skegness, Lincolnshire
BrISCA F1 UK Open Championship, BrISCA F2 Starts: 1800hrs (Sat) 1200hrs (Sun)
Admission (For weekend passes): adult £42, seniors £38, Junior £16, children go free.
Web: skegness-raceway.info
■ Harewood Hill, W Yorks
British Hillclimb Championship Starts: TBC
Admission: TBC Web: harewoodhill.co.uk
Details correct at time of going to press. Please check with organisers before travelling to events.

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Dean Chilvers enjoyed his Easter weekend at Oulton's British GT



Derek Tohill, taken by Ali Curd



Graham Lomax was at Oulton Park



Lewis Clarke-Bull from Aldershot



Packed grid at Snett, by Sam Nudd

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OUT THURSDAY, MAY 12

EXCLUSIVE Q&A:
STEPHANE RATEL

The GT supremo tackles a tough task: the questions from the MN readers



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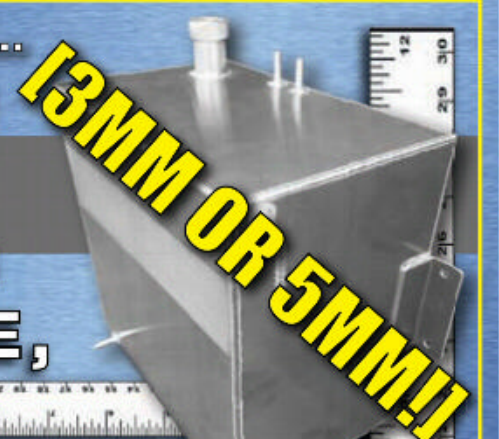
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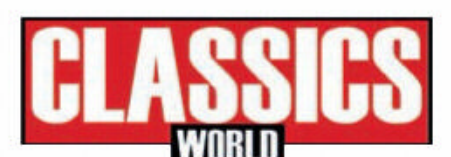
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PORSCHE 911



2012, £54,995. 2012 PORSCHE 911 CARRERA 991. Finished in unmarked Carrara White with Black Hide PDK 7 speed transmission with steering wheel paddles. Specifications include Sat Nav, Cruise Control and Launch Control, Climate Control, Heated Seats and Rear Park Assist. 66,000 miles with Porsche Dealer Stamps at 6231 miles, 22951 miles, 50,139 miles and 58,716 miles. Please call 01485 541526, South East. (T)
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LOTUS EVORA



2018, £66,950. Registered in March 2018 this Lotus Evora GT410 Sport is a very special car. Produced to celebrate the 70th anniversary of Lotus Cars' founder Colin Chapman's first ever vehicle manufactured. Quite fitting in that this particular GT410's 1st owner was Lotus Cars and a certain Mr. Clive Chapman used it for PR services. With only 20k miles and full Lotus service history, the car has been meticulously maintained whilst in the hands of Lotus Cars and of the most recent 2nd owner. This GT410 is finished in Empire Green paintwork that has been coated with PPF in key areas, with Carbon Fibre roof and boot lid, Black Alcantara interior door cards and dashboard complemented by the optioned interior colour pack in yellow. Highly optioned this car has Alcantara and Leather Sparco Seats (a £3.5k cost option), Alcantara steering wheel, air conditioning, cruise control. Please call 07577 575770, South East. (T)
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ROVER 2600



1984, £8,995. a-reg, lots of history, handbooks, mot. stunning. Please call 07895 675851, South West.
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1970, 7500 miles, £40,000. Ford Escort Rally car. 1970. 1600 crossflow engine. Rebuilt, absolutely immaculate. More photos on request. 7500 miles since being rebuilt. Please call 07801101645, East Midlands.

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MG MGB



1963, £35,995. MGB FIA 1963 race/rally car. UK registered. In British racing green, works hardtop in white. Fitted Roll cage and competition harness. On competition wire wheels, 1840cc race engine, Weber, extractor manifold, close ratio overdrive gearbox, adjustable rear Armstrong dampers. Riguard seats, Motalita steering wheel. Currently LHD but can be easily converted if required. All fuel/brake/wiring routed inside car. Tank and sump shield and reinforced single box exhaust. Please call 01462 490049, West Midlands. (T)

113111

PORSCHE 3400



2012, 66000 miles, £66,000. Registered in 2012 this Porsche Boxster S 981 series is fitted with the desirable PDK 7 speed gearbox.

Powered by the 3.4 litre flat 6 cylinder 'Boxer' engine, it is one of the last models available with this 6 cylinder engine, producing 315 bhp. Finished in Platinum Silver metallic paintwork with a contrasting black leather interior, with under 66k miles this Boxster S presents in superb order throughout. Appointed with a high level of standard equipment this 981 Boxster will offer its lucky new owner a specification of electrically adjustable and heated seats for driver and passenger, Satellite navigation with PCM (Bluetooth audio streaming functionality), Bose sound upgrade, electrically folding mirrors and the rare option of the 'one touch' operation for the electrically folding soft top roof. In addition to the already striking interior is the optioned Porsche 911 Turbo S steering wheel with paddle shift. There are also the Boxster S 19" alloy wheels wrapped in the factory correct Goodyear Eagle 'NO' type tyres. This Boxster S 981 has been meticulously maintained having a full Porsche main dealer service history, the most recent being carried out in June 2021 by Porsche of Solihull. Clearly the four previous owners have all taken great care of this superb sports car. W Please call 07577 575770, South East. (T)

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Russell Bedford

Account Director

T: +44 (0) 1732 445 328

E: Russell@talkmediasales.co.uk

Andy Welch

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